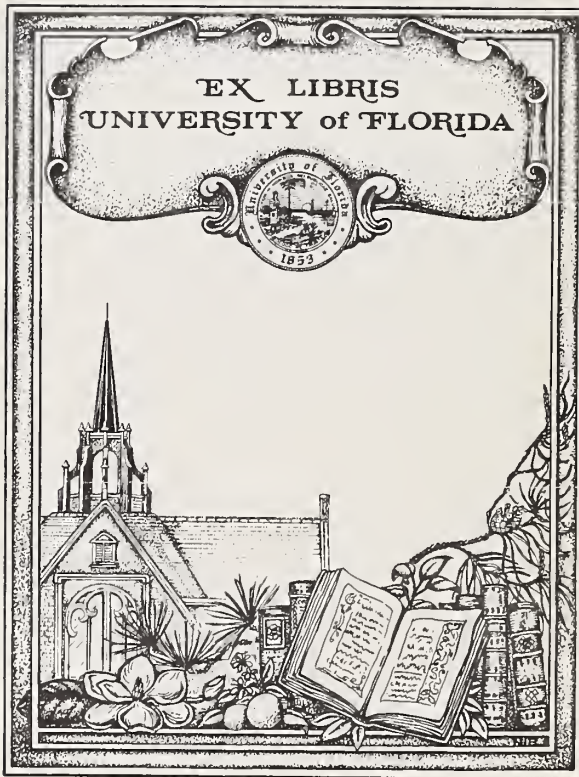







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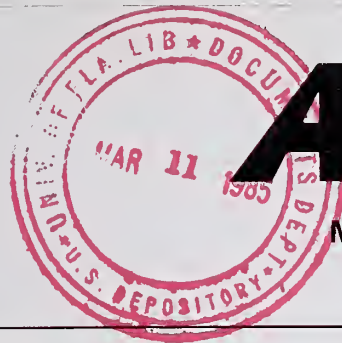
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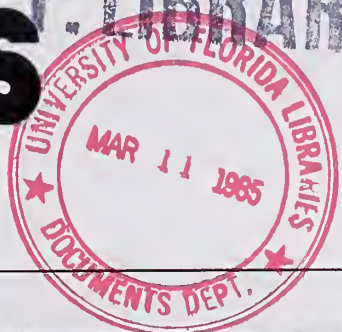






# ALL HANDS

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62nd YEAR OF PUBLICATION



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## Covers

Front: A sailor from Mobile Mine Assembly Group, Charleston, S.C., sandblasts a practice mine. Photo by PH2 Perry E. Thorsvik.  
Inside front: FTM1 David Butler, right, goes for a better position on his opponent in a Greco-Roman style wrestling match at Philadelphia Naval Station. Our story on Navy sports begins on Page 20. Photo by JO1 Gary Hopkins.  
Back: USS *Leader* (MSO 490) in Charleston, S.C. Photo by PH2 Perry E. Thorsvik.  
Inside back: Navy Video News is changing.  
Artwork by DM1 Bernard Kelty, NavBcstSvc, Washington, D.C.

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Naval Drug Rehabilitation Center

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# A **Solution** to the **Problem**

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**A** dozen pairs of knees touch in a circle. The room is small, almost too small. The session begins with a counselor prodding a patient, a young Marine, to open up and talk about what is bothering him.

He does not want to be there, insisting he can take care of his drug problem by himself. The other patients jump in, viciously demanding answers. "You don't *want* to be sober, do you?" He defends himself as best he can, still resisting. Why don't they understand?

"You're not even giving it a chance," someone yells. A half hour later, the young Marine, eyes glassy and voice shaky, concedes he needs help. His state of denial broken, the real work can now begin: convincing him that sobriety is a lifestyle worth living. This is a "small group" session, the heart of the Naval Drug Rehabilitation Center's treatment program.

The center, located at Naval Air Station Miramar, just north of San Diego, is rehabilitating drug and alcohol addicted service members so they can get on with their lives and military careers.

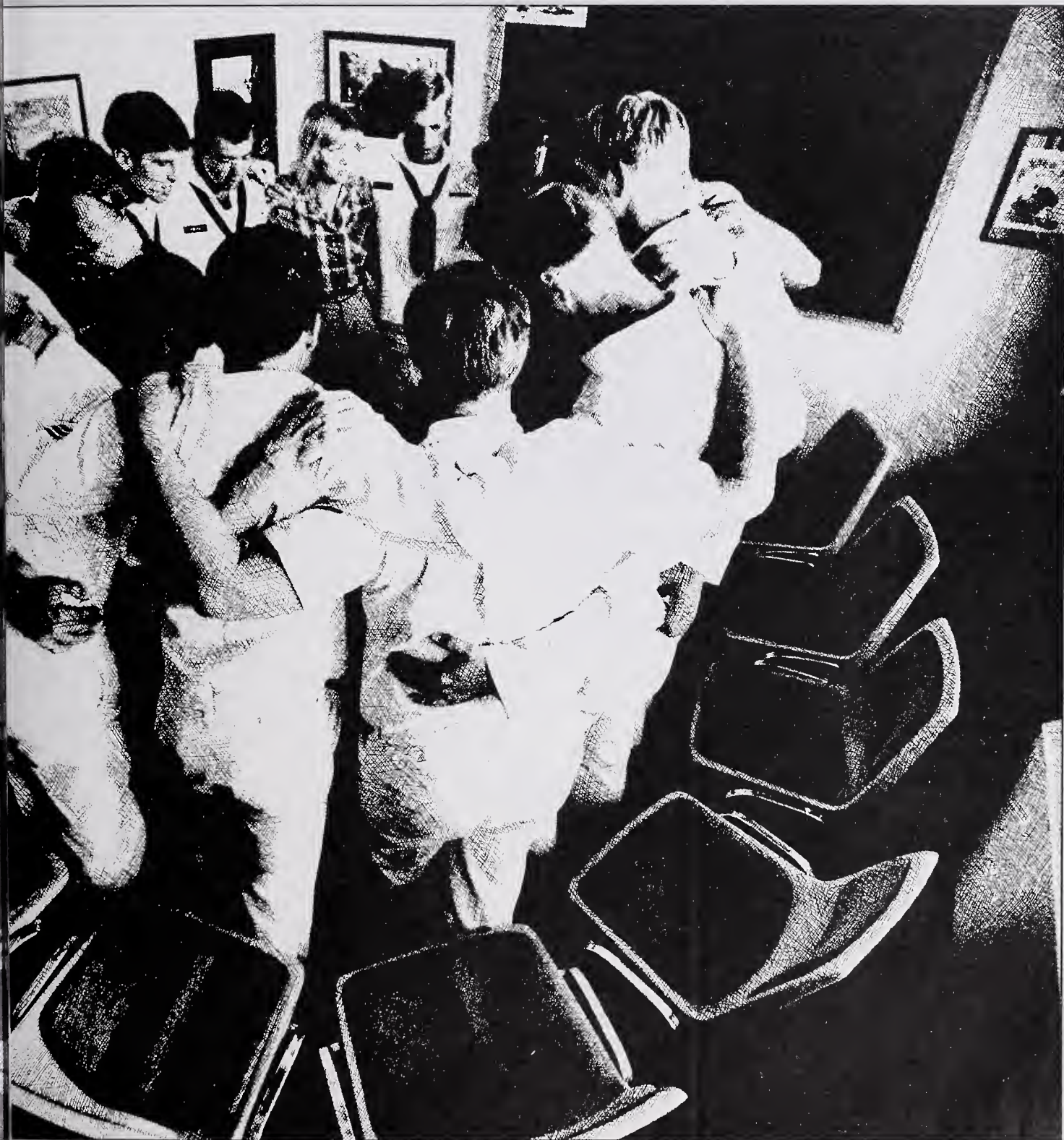
It was established in 1971 to rehabilitate returning Vietnam veterans addicted to heroin.

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The end of a small group session—giving each other support.









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“...the age they start using drugs...hasn't changed in years; 13 years old, over and over again.”

---



Lt. Ron Gellis, a clinical psychologist at NDRC, counsels a patient.

Today, the curriculum at the center is evolving constantly to keep up with ever-changing “patients.”

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### Why Drugs?

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If you ask 100 addicts why they use drugs, you will probably get 100 different answers. The most common ones are boredom, peer pressure and stress. There can be no denying that the everyday stresses of military life contribute to drug use.

Captain Gary A. Wells, the center's commanding officer, says relieving psychological pain is a major reason for drug use. “These people have had an abnormally high series of social disasters in their young lives—just chaotic,” he says. “Almost always an alcoholic mother and father, or other family trauma. All these things, when totaled, do not provide the most stable environment.

“They start using drugs in every stressful situation, developing a very strong pattern: ‘When I’ve got stress and hurt, I’m going to take drugs. I’m going to get rid of that pain.’ Just like the ads; if you hurt, you should take something. It’s the American way. You shouldn’t be in pain, no reason to be. Then they come into an arduous way of life (the Navy) and taking drugs to bury their troubles is a natural reaction. The biggest thing we do here is show them another lifestyle, another way to live.”

---

### A Tough Life

---

The lifestyle at the drug rehab center is one of discipline, not unlike boot camp. On this morning, like so many others, rows of bright fluorescent tubes flicker on in the open bay barracks, waking people from their not-long-enough sleep. The sun will not be up for awhile. Still half asleep, people put on their uniforms and dutifully march downstairs to rooms marked MEN or WOMEN. Each is greeted with an empty glass container and told to fill it with urine. No one thinks it’s fun, but most have grown used to it. They perform the ritual twice a week.

At the center, drug and alcohol abusers are treated the same. The program focuses on a person’s problems, not on any individual drug.

“The majority of the people who come here realize they have a problem,” Wells explains. “They realize it’s screwing up their lives and want help. These people reflect to a great degree the rest of the people in the military. I don’t think they are that unusual. By and large they are successful people, not quitters. Most perform their jobs well. Our drug evidence indicates we are getting more and more people who have tried to quit on their own.

“For the first time, we are seeing a dramatic downturn in the amount of drugs used six months prior to coming



here. That tells us we have a lot of the right people here; people who have tried to quit but can't.

"Every month our patient population gets a month older. We're now getting more petty officers and more married people. But one thing that doesn't change is the age they start using drugs. It hasn't changed in years; 13 years old, over and over again."

---

### Getting Back in Shape

---

The early morning sun climbed in the sky as the patients stood in formation, dressed in T-shirts and running shorts. Some appeared physically fit, most did not. Almost all of them craved another smoke break. On command, they started the short run to the base gym.

Once there, they were led through what seemed to them a torturous program of calisthenics by unrelenting staff members. Then they struggled with pull-ups and another run. The distance was determined by the number of weeks the patients had been at the center. Shorter for beginners, longer for veteran patients. The patients do this every day and it becomes as routine as marching to chow, or standing daily personnel inspections, or....

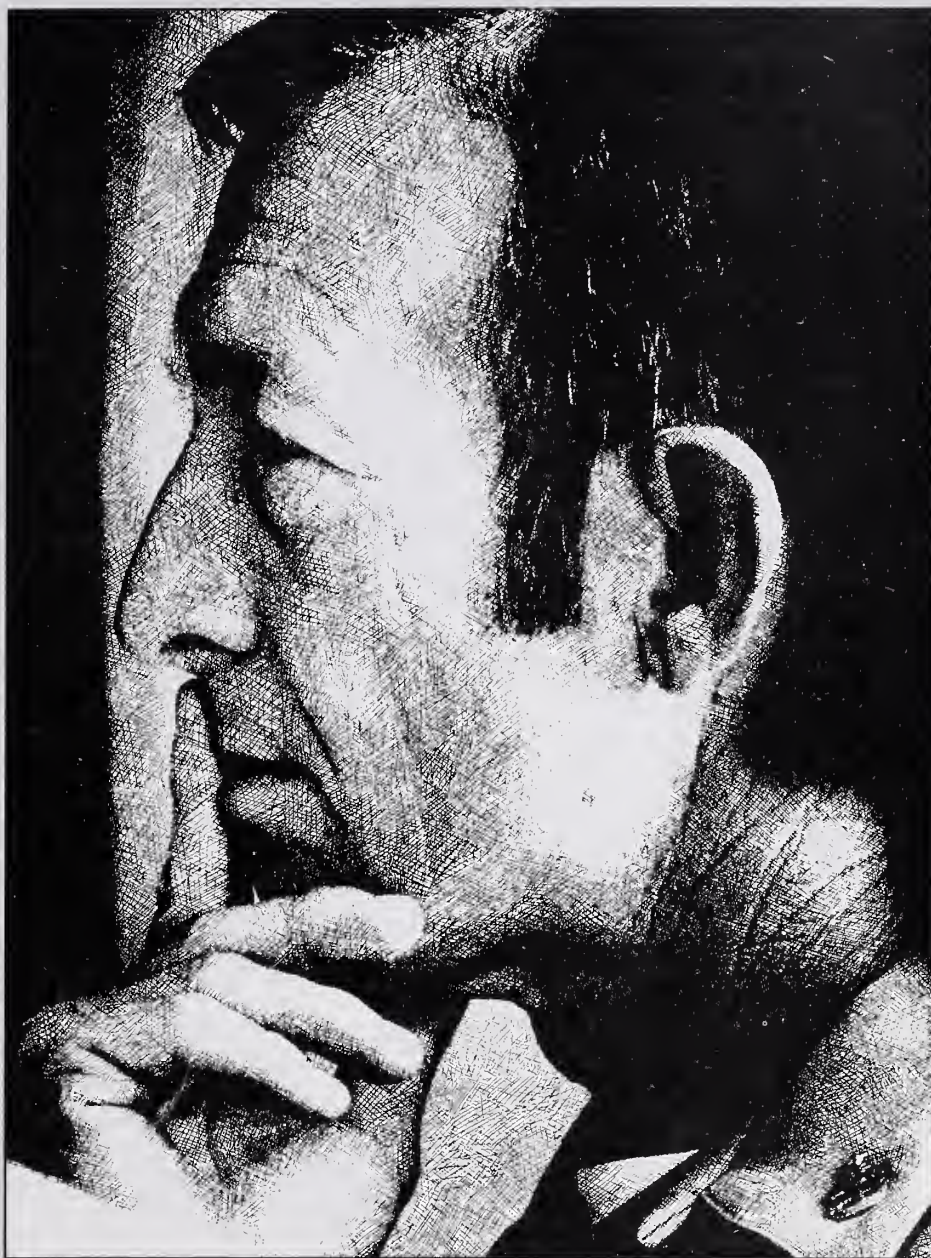
By the end of the stay, each patient can run at least three miles. Most have not felt the benefits of exercise for a long time. Although some of these exhausted people believe they are being tortured, there is another, more humane reason for the exercise. Increased physical activity helps eliminate the residual drugs in their bodies.

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### Zero Tolerance

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The Navy's position of zero tolerance of drug abuse is not taken lightly. It is a key factor in the 78 percent to 82 percent return-to-duty rate of center pa-



Listening is an important part of rehabilitation sessions.

tients. It is basically the only thing separating the Navy's rehabilitation program from civilian ones.

In civilian rehabilitation centers, a 50 percent patient walkout rate is not uncommon. The Uniform Code of Military Justice eliminates that problem. If

you walk out, you are an unauthorized absentee and you go to mast. It is that simple. All rules are written and not open for discussion. This forces patients to worry about what is important; their recovery.

"The biggest thing you've got to do is get their attention," Wells says. "You've got to get them sober and let their minds operate without drugs. But



---

“...I can't say if I'll stay sober...I can only take one day at a time.”

---



Top: A smoke break is a privilege at NDRC.

Left: Patients watch television before a weekly physical fitness test.

it takes discipline to do that and the UCMJ is the thing that allows us to do everything else,” he adds.

The patients almost always complain about the boot camp style of strict military discipline, but they also realize its necessity. “I don’t like it, but if they didn’t have it, people probably wouldn’t take the program very seriously,” one patient says.

There are only two choices at the center: get and stay sober, or be thrown out of the service. Last year more than 5,000 people were discharged for drug abuse alone.

According to Wells, most Navy commands are using the urinalysis test. They believe it is the best way to keep their people clean.

“There is an obvious understanding of what drugs can do out there, the potential disasters that can occur. It’s mind boggling. No matter how many people we lose initially, no matter what we have to do, we must do something. We can’t have this, not where life and death is a daily way of life,” Wells says.

Even with the detailed screening process to weed out those who do not have the potential for further military service, there still are 20 percent who fail to make it through the program.

Not much can be done for them. As one staff member put it: “We are not in the business of saving souls. We look for retention possibilities when we screen patients for the program.”

The Navy has a vested interest in re-





After leaving NDRC, patients return to the fleet where they must maintain their sobriety.

habilitating drug users. The loss of even one sailor represents a loss of several thousands of dollars. The Navy saves \$4 for every dollar it spends to rehabilitate someone.

Not everyone can be rehabilitated. Contrary to popular belief, there are no magic treatment techniques. If a patient does not want to be sober, there is not much anyone can do. Getting a person to admit there is a problem is the first step.

### Hello, Goodbye

The residents of Treatment Unit One

poured into the room. A fog of smoke from the just-finished cigarette break filtered slowly out the open window. Some of the new faces in the room looked angry, some just confused. They had just spent a week in the Initial Treatment Unit, where they endured psychological evaluations and other preliminary tests to determine their eligibility for treatment.

Today, during the weekly "Large Group" session, the new patients would become members of Treatment Unit One, one of three units at the center. From there, they would be assigned to a 12-member "small group." These two groups would be their "family" for the next six weeks. After the introductions, the patients who had completed their

treatment programs would terminate, or say goodbye. The session would not be easy for either group.

The room fell silent. Patients filled two rows of benches along the walls. One of the new people introduced himself.

"Um, my name is John and, um, they sent me here because, um, I got popped on a urinalysis."

The questions and accusations that were hurled at him from every direction caught him by surprise. They had all been through it before. They knew about the denial. "Are you an addict?" someone asked. "No. I just got caught. That's all." "What kind of drugs did you use?" another asked. They would not stop until he was worn down.



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“All we can really do is...push (them) in the right direction and pray they stay in that direction....”

---

He became very defensive, readying his next answer before the question was even asked. Finally, Master Chief Machinist's Mate Russell C. Filbeck, a counselor in TU1, asked him what group he was in. He hesitated, confused by the simplicity of the question. "One, One A," he answered. A round of applause filled the room. "Welcome to the floor," Filbeck added. More applause. The counselors can sense when a new patient is at the bottom emotionally. They then try to bring him back up with the applause before moving on to the next introduction.

Another new patient introduced himself. He admitted freely that he was an addict, too freely for some. Only a few believed him.

"Fake it till you make it" Senior Chief Navy Counselor Tommie J. Vaughn, another counselor in TU1, explains. "They learn very quickly to observe the treatment process, learn how the system works and then perform as they think is necessary to get through here. We have to be keenly attuned to this," he says. "They have learned to manipulate people to get away with using drugs. We tell them, 'we don't want you just to play the game until you get out of here,' " he adds.

According to Lieutenant Ron D. Gelis, a clinical psychologist at the center, "This is a showdown. It's the first real confrontation these guys get."

When the introductions were completed, the terminations began. Peoples' moods changed. A sailor stood up and shared with the group things he had learned. It was hard saying goodbye to these people. The words did not come easily. The young sailor asked one of the counselors for a "warm and fuzzy," a hug. It was given freely. The room was silent except for a few sobs. Eyes filled with tears. After the terminations were completed, the patients formed a circle, arms around each other, and chanted: "God grant me the serenity to accept the

things I cannot change, courage to change the things I can and wisdom to know the difference. Keep coming back, it works."

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### Aftercare

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By the time a patient has been through the treatment program, he or she is well on the road to recovery. But sobriety does not end there. Aftercare programs like Alcoholics Anonymous and Narcotics Anonymous are encouraged while at the center and afterwards as well.

"Seven weeks here, in the large scheme of things is not very long," Gelis says. "All we can really do is give them a jolt, get them pushed in the right direction and pray they stay in that direction. Taking them out of their drug culture and putting them into a new, sober culture is part of how you build up a sober lifestyle. We try to teach them how to deal with their problems in a therapeutic setting where they are able to discuss the things that cause them pain, rather than taking drugs to escape the pain," he says.

AA and NA provide a lifeline for people after they leave the center.

Patients are offered the opportunity to buy the books "Alcoholics Anonymous" and "Narcotics Anonymous" while at the center. They are passed around like high school yearbooks for friends to write in, offering encouragement and an address to write to when things get bad.

Leaving the center is the beginning of a new way of life for these people. There is a fear of leaving. Most will be going back to the same drug-filled environment that put them there in the first place. Staying sober will not be easy.

"I'm going to try," one patient says. "But I can't say if I'll stay sober when I leave here. I can only take one day at a time." □

—Story by PH2 Perry E. Thorsvik





# TUGS: Moving the fleet is their mission

Story and photos by PH2 Jesus Diaz

When push comes to shove at one of the largest naval stations in the world, more than 100 of the Navy's most massive, technically advanced fighting ships depend on nine of the smallest, least glamorous boats in the fleet: tugs.

The 350-ton tugboats of Naval Station San Diego's service craft division average 165 moves each week as they help war-

ships and submarines in excess of 80,000 tons navigate San Diego harbor. They are some of the busiest, most important vessels in the Navy.

Tug sailors literally work in the fleet's shadow.

"We handle mooring, docking, delivery of fuel or commodities, and off-loading weapons from barges—anything to service the fleet," said Lieutenant Junior Grade Donald R. Price, service craft division officer.

A chief boatswain's mate or petty officer first class usually is tugmaster. He or she drives the tug and is responsible

**Top:** BMC Paul Murphy, tugmaster of USS Wenatchee (YTB 808), maintains communication with USS Kitty Hawk (CV 63).

**Left:** USS Muskegon (YTB 763) steams toward an undocking.





for the boat and crew. Also aboard is an engineman who is chief engineer and second senior on the craft, an electrician's mate who is responsible for all electrical components, and a mess management specialist who does the cooking. The rest of the crew is made up of line handlers.

For these nine- and 10-person tug crews, the average 70-hour work week can be the toughest part of the job.

"You feel like a dead man sometimes," said Chief Boatswain's Mate Larry Fairlee, tugmaster, "but it's tougher on the crew. Handling lines all day gets hectic, and when sailors get tired, they can snap at you. It takes a lot of understanding to put up with that."

Line handler Engineman Fireman Lily Cheng said the lines get heavy after throwing them around all day. "It's a real physical strain, but we help each other out. Sometimes, when someone needs help on the quarter line, someone from the lead line runs back to help."

The tug sailors recognize that teamwork gets the job done.

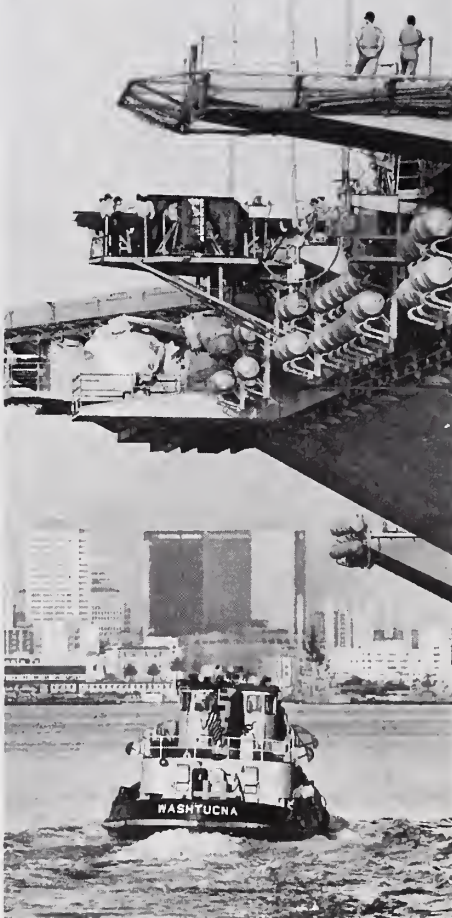
"I like working with a small crew," said Engineman Second Class Jeffry Haralson, chief engineer. "We're close, and we don't hassle each other. That really helps out there on the job."

No one person's job is more important than another's; just ask Chief Boatswain's Mate Paul Murphy, tugmaster.

"A lot of people say I have the hardest job," he said. "In a lot of ways, it is. I have to watch a million things at one time. Without my crew, I'm nothing."

"It's gratifying to work with my crew. We do our jobs to the best of our abilities. It's nice to have the captain of a ship say, 'Hey! That was an excellent job,' and then turn the credit over to my crew." □

*PH2 Diaz is a photojournalist with Flt-  
AVComPac, NAS North Island, Calif.*







Top left: With the San Diego skyline as a backdrop, USS Washtucna (YTB 826) maneuvers into position around the massive Kitty Hawk.

Top: ENFN Lily Cheng heaves a messenger line.

Far left: Two crew members from Wenatchee tighten an 8-inch head line during a mooring.

Left: Craftmaster of Washtucna keeps an eye on another tug as they both move in to assist a destroyer tender.



# U-boat Stopped

## Convoys Clear from Halifax to Normandy

By Allard G. Russell and Karl F. W. Gartner

*U-233* was a new boat on its first war patrol out of Kiel, West Germany. It was a 2,000-ton minelayer, one of four of the largest submarines built in Germany. Its cargo: 63 pressure differential mines, each with 300 kilograms of explosives. According to top secret sealed orders, the mines were to be sown in New York City harbor.

After a few days at sea, German Kapitän-Lutenant Hans Steen received a wireless message to open a second sealed envelope. *U-233*'s lethal weapon drop was

changed to Halifax harbor, Nova Scotia, a major staging area for convoys carrying tons of supplies to troops soon to land on the beaches at Normandy, France. Delay of those supplies would mean death for thousands of soldiers.

USS *Card* (CVE 11)—with Composite Squadron Twelve embarked—and destroyer escorts *Baker* (DE 190), *Bostwick* (DE 103), *Breeman* (DE 104), *Bronstein* (DE 189) and *Thomas* (DE 102), made up Task Group 22.10. They left San Juan, Puerto Rico, June 27 for Newfoundland,



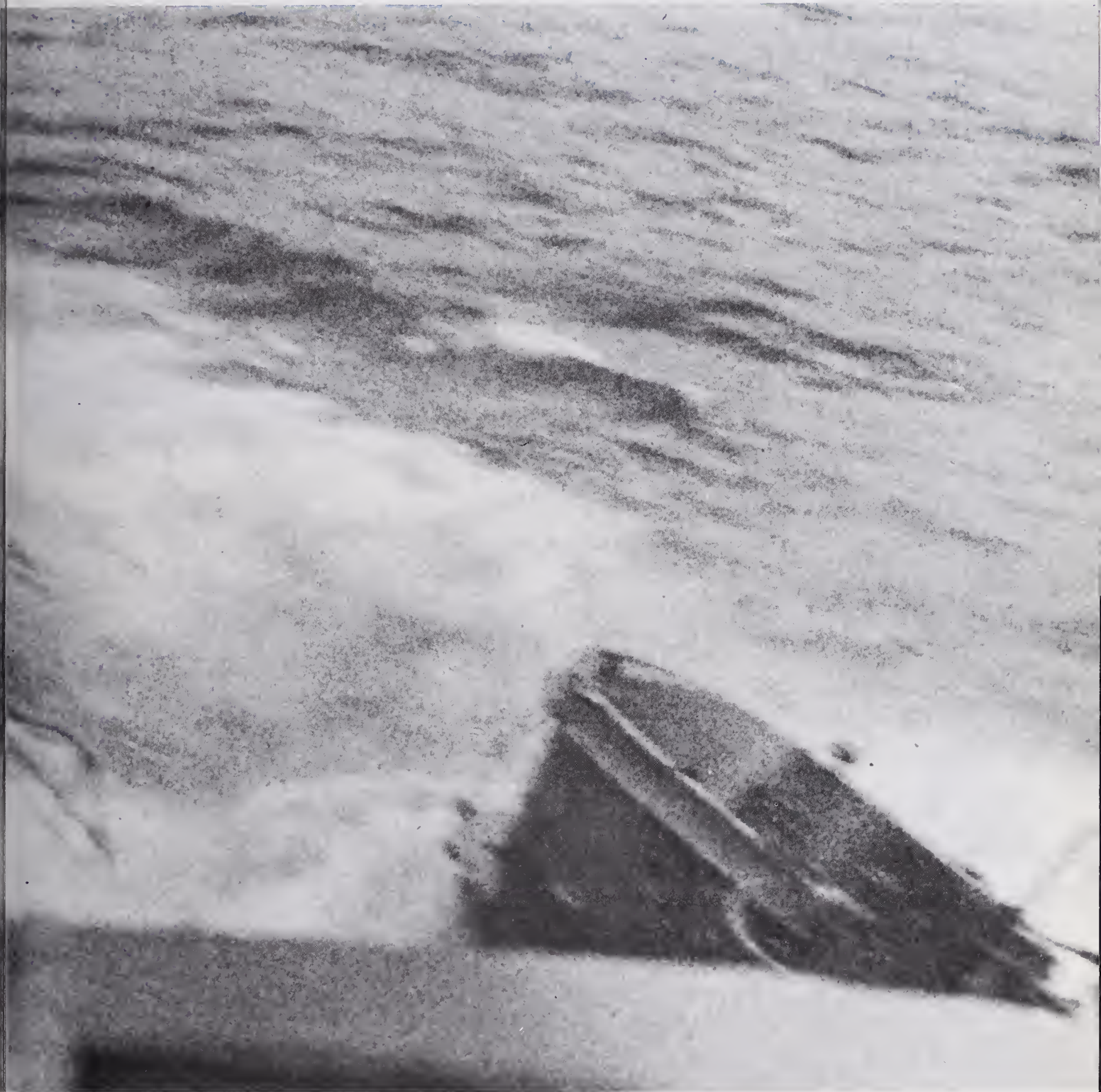
Above: *U-233*'s commissioning Sept. 22, 1943.

Right: USS *Thomas* runs down *U-233* off Nova Scotia July 5, 1944.





# in Atlantic Mining





# U-boat

their course based on a high frequency direction finder fix, a possible German submarine transmission.

Lutenant Karl F. W. Gartner of the German Naval Reserve was second watch officer and communications officer aboard *U-233*. U.S. Navy Lieutenant Allard G. Russell was assistant air officer aboard *Card*. They first met near Sable Island, Nova Scotia, 42.39°N–58.50°W, July 5, 1944. They met again in the fall of 1984, more than 40 years later, in Munster, West Germany, at a reunion arranged by Russell's German cousin. Together they recounted the events that led to their first meeting.

\* \* \*

*U-233*, commissioned Sept. 22, 1943, sailed from Kiel on its single operational mission at 0800, May 27, 1944. Aboard were the captain, two watch officers, a

midshipman as third watch officer, an engineering officer, a doctor and 54 men. Steen had been a watch officer on a supply submarine. Most of the crew had never been aboard a U-boat.

The sub's mines were primarily for harbor-laying and had a 200-meter anchor depth, although they could maintain preset depth of four to six meters below the surface. *U-233*'s only training for its mission was laying 132 similar mines during a practice run in the Baltic Sea the winter of 1943.

Other armament was an automatic 105mm cannon, an automatic 37mm gun, two twin 20mm cannon and two stern torpedo tubes with seven "fish." *U-233* was equipped with a long-wave Lorenz direction finder, four Telefunken transmitters, and three sonar search receivers. It had no radar or snorkle. The maximum design depth was 125 meters, and its two nine-cylinder diesel engines with superchargers gave it a 15-knot maximum surface speed.

Six days out of port, the submarine spotted several aircraft but went unnoticed. The next day, June 2, off the Shetland Islands, Scotland, the sub was attacked by a four-engine aircraft, probably a *Sunderland*, Gartner said.

*U-233* fired and, despite intermittent jamming of its 37mm gun, probably scored some hits, the watch officer said. The plane dropped five bombs, the closest about 25 to 30 meters. The sub was not damaged, but soon was forced to dive when two more *Sunderlands* were spotted.

Early the next morning, its batteries low and air foul, *U-233* resurfaced. The bridge watch took up stations. Aircraft forced the U-boat down again. Depth charges were dropped as the boat reached 30 meters. *U-233* again escaped damage. The sub changed course to later surface and charge batteries undetected. A shell explosion in the 37mm gun breech during test firing two weeks later left the gun useless.

*U-233* slowly made its way toward Halifax, stayed submerged 20 hours each day,

**Clockwise: Retired Capt. Allard G. Russell, left, Karl F.W. Gartner, center, and Udo Kreyenborg in Munster, West Germany. The air group surgeon aboard USS Card (CVE 11) gets personal information from a U-233 survivor in 1944. Navy Chaplain Sheridan Bell leads the funeral service for German Kapitän-Lutenant Hans Steen, commander of U-233, on USS Card's flight deck, July 6, 1944. Steen's body is "consigned to the deep," near Sable Island, Nova Scotia.**





and planned to arrive just after full moon when the harbor was teeming with shipping.

VC-12 on *Card* flew 24-hour scouting missions. Two-plane torpedo bomber teams had depth charges and sonobuoys and an FM-2 fighter had .50-caliber rockets.

An oil slick was spotted at 0900, July

2, about 156 miles northeast of Nova Scotia. Sonobuoys were dropped and sent back positive response, Russell said. No depth charges were dropped and heavy fog prevented flight operations July 3 through July 5. The task group continued its sonar search westward from the July 2 contact.

At 1908, July 5, *Baker* reported a sound contact 1,500 yards ahead. It began drop-

ping depth charges at 7:11 p.m., lost contact at 200 yards, and regained it three minutes later.

*It was quiet underwater at about 1900, July 5, Gartner explained. "Early in the evening, U-233 was proceeding submerged at 30 to 50 meters. The U-boat had come up from her usual depth of 60 to 80 meters to facilitate torpedo servicing in the after compartment and, possibly, to attempt repairs on a damaged tube. There were no indications of enemy surface craft in the vicinity.*

*"Suddenly, a loud whining sound was heard, followed shortly by screw noises. Almost immediately, depth charges exploded all around our boat. Lights went off, and loose gear flew all over. We descended rapidly out of control to about 120 meters (close to the sub's maximum design depth).*

*"At that depth, a leak aft was so bad, the boat became stern heavy. It was rumored that a torpedo had broken loose and killed a torpedoman in the compartment."*

*Baker dropped a second pattern of depth charges at 1920.*

*"U-233 continued to sink at an alarming angle. Shortly after, a second pattern of depth charges exploded around the boat, but without noticeable damage. We then went down to 230 meters and were still sinking. The captain gave the signal to 'blow tanks,' and we slowly rose to the surface, regaining an even keel as we did so."*

*At 1930, Baker reported a U-boat surfacing under fire, the crew abandoning ship, Russell said, who was watching aboard Card, about three miles away.*

*"Once on the surface, the captain and I opened the tower hatch and climbed up on the bridge. Destroyers opened fire at a distance of 300 to 500 meters. We couldn't answer since all of our guns were destroyed by the pressure of the depth charges exploding nearby. Also, our torpedo tubes were not useable any more.*

*"At this time, we decided it best to give the abandon ship order, and the captain instructed the engineering officer and his men to open the valves to sink the boat. The destroyer guns were still firing, and many sailors died trying to get to the deck and leave the boat."*





# U-boat

*Thomas* rammed the sub at 1942, rode over the boat's stern and damaged its own bow. The U-boat was sinking stern first, and the two destroyer escorts began rescuing the crew. Except for those trapped in the afterpart of the boat, the crew had abandoned ship before she was rammed.

*"Suddenly, a heavy shell ripped the tower apart, and pressure threw both Captain Steen and myself into the sea. All men in the tower were killed. Captain Steen was wounded by shrapnel, but I kept him afloat for a considerable period of time until we were rescued by one of the destroyers."*

Thirty survivors—half the sub's com-

plement—were picked up, most without injuries, except for Steen. Steen died aboard *Card* the next day and was buried at sea. The surviving German sailors, whose age averaged 22 years, were turned over to the Army in Boston and spent the rest of the war, Gartner explained, "in various camps, changing location about every two months."

Ships left Halifax harbor without incident, keeping that lifeline to European battlefields intact.

\* \* \*

Last summer, Russell showed his cousin, Udo Kreyenborg of Munster, West

Germany, photographs taken after the 1944 attack. Kreyenborg had been a young officer in the German submarine service at the end of World War II. He located Gartner in Duisberg, West Germany, and Albert Betzin, first watch officer aboard *U-233*, in Bremen, West Germany, where he is a port captain.

On Oct. 11, 1984, Russell and Gartner—the hunter and hunted—met again, this time as friends. □

*Capt. Allard G. Russell (retired) lives in Sarasota, Fla. Karl Gartner lives in Duisburg, West Germany.*

## Diary of a Veteran

Every ship that has sailed the world's oceans has a story to tell.

For the "baby flat top" *USS Card* (CVE 11), the tale encompasses two wars and ends, not in a heated battle, air strike or U-boat torpedo blast, but pierside in Saigon harbor, South Vietnam.

An unexplained explosion ripped a 30-foot hole in the American warship's hull.

*Card* sank immediately.

None of the 73 civil marine crew members on board were injured.

*Card* had sailed from Manila, Republic of the Philippines, carrying a load of helicopters and fighter bombers.

U.S. and Vietnamese security forces were tightened up for the port call. A possible terrorist strike on May Day was feared. The day passed without incident.

At dawn the next morning, Saturday, May 2, 1964, the explosion rocked the 14,760-ton carrier and dropped its stern 24 feet to the river's bottom.

In a related explosion, five officers and three enlisted men were injured by a communist guerrilla bombing just down the road from the sunken vessel.

Salvage operations began at once. Despite 100 percent humidity and 120-degree temperatures, diving crews worked round-the-clock to raise the ship from the mucky river bottom.

*USS Reclaimer* (ARS 42) and *USS Takawoni* (ATF 114) from Task Force 73 towed the disabled ship to Subic Bay.

*Card*, veteran U-boat hunter of World War II, task force flag ship, winner of three World War II battle stars and a Presidential Unit Citation, was finished.

\* \* \*

The carrier's story began in February 1942 when it was converted from a C-3

### USS Card (CVE 11)



cargo ship to a flat top airstrip. Originally launched as AVG 11, it was redesignated ACV 11 and named after Card Sound, a continuation of Biscayne Bay, south of Miami.

*Card*'s new mission was to seek out German wolf packs and destroy enemy U-boats. *Card* was good. Its planes sank four submarines on the first Atlantic cruise and five the second cruise.

On the third hunter-killer cruise, *Card*, accompanied by three destroyer escorts, ran into a wolf pack, locating 12 contacts in five hours. *USS Schenck* (DD 159) sank one sub; *USS Leary* (DD 158) was torpedoed by three U-boats. *USS Decatur* (DD 341) had to run screen while *Schenck* picked up *Leary* survivors. That left *Card* alone to dodge submarines until one hour before dawn when planes could be launched. *Card* was successful and made several more deployments.

*Card* was decommissioned in Norfolk, Va., in May 1946. It was reclassified several more times and finally assigned to the Military Sea Transportation Service as a ferry. *USNS Card* (T-AKV 40) was ferrying men and equipment in support of the South Pacific Vietnam conflict when its work days ended. □

—Story by JO2 R.L. Coons



# Fighting a Harsh, Demanding Foe

Story and photos by JO1 Larry Gresham

The Persian Gulf is a harsh, demanding environment. Sand, salt and storms wait to bring a helo down and keep it from delivering letters from home and much needed replacement parts to the men on ships with the Middle East Force.

But the "Desert Duck" has learned how to work in the sand and salt and keep its helo flying. Helicopter Anti-Submarine Squadron One, Detachment One, is a single plane, jack-of-all-trades, 21-man detachment homeported in Jacksonville, Fla., that flies the SH-3G helo, nicknamed "Desert Duck." Men of the squadron shuttle from their home port to the detachment in 180-day intervals.

Over-the-horizon surveillance used to evaluate attacks on tankers in the Persian Gulf war, night search and rescue operations, transportation for congressional delegations, and mail delivery are always more important than the storms and corrosion that attack the helo.

Attention to detail and changes in the frequency of regular maintenance are the weapons the detachment uses to fight its Persian Gulf environment. Jobs performed on a weekly basis may be increased to two or three times weekly.

"It puts a little more burden on the troops," said Lieutenant James M. Burton, maintenance officer, "but it saves

equipment and man-hours in the long run. When it's part of standard procedures, it's not too much added effort."

Salt water and corrosion go hand in hand. But when a helo continually flies between smaller ships, as the "Desert Duck" does in the Persian Gulf, the battle against corrosion must be stepped up.

Desert sand and dust floating in the air

is no less a threat to the SH-3G's life. The helo will land after a few hours of flying, covered by sand, especially around grease fittings and lubricated areas.

"The helo is really a giant dust magnet," said Burton. "Inspections and maintenance are more time-consuming when the mechanics must fight through a layer of grime, dust and grease to reach an elusive fitting."

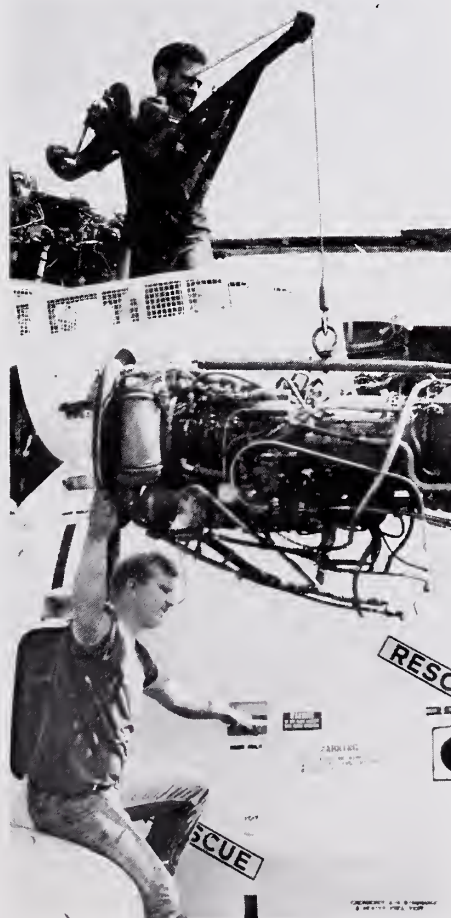
Searing desert heat—130 degrees Fahrenheit during summer—makes the maintenance tasks even more difficult. Teamwork then becomes the most important weapon.

"If the mechanics are working," said Burton, "the electricians will go out into the hot desert sun and help in any way they can. The junior men, especially, who are trying to learn the aircraft, pitch in and help—even if it's just to chase down a tool."

The "Desert Duck" has been 99 percent mission capable, according to Burton. Each month when operation reports are prepared, the men jockey for position to see the number of consecutive days the helo was fully mission capable. The end of August tabulated more than 140 consecutive days.

The "Desert Duck" and its crew have earned a reputation for service to Middle East Force. They have completed every mission assigned them in 1984—a victory against a harsh, demanding environmental foe. □

**AD1 Pat Casillo and PO2 Ed Miller remove a T-58 engine from the "Desert Duck" during a planned maintenance period.**



*JO1 Gresham is assigned to the staff of Commander, Middle East Force.*







# Historic Tour

## Secretary of the Navy Visits China



Secretary of the Navy John F. Lehman Jr. visited the People's Republic of China Aug. 15-23, 1984. The eight-day trip, a first between the U.S. and the Chinese navies, laid a solid foundation for friendly relations and technical cooperation between the two navies, including future exchanges of visits and navy-to-navy staff talks.

"The talks offered both nations an opportunity to engage in forthright discussions of the international maritime situation," Secretary Lehman said, "as well as a chance to develop plans for future cooperation, including the possibility of visits by U.S. Seventh Fleet ships to Chinese ports."

Secretary Lehman's trip included tours of surface, submarine and aircraft units, along with tours of naval facilities and meetings with Premier Zhao Ziyang, Defense Minister Zhang Aiping, and Commander of the Chinese navy, Admiral Liu Hauqing.

Opposite page: A statue of Chairman Mao overlooks welcoming ceremonies at People's Republic of China Naval Headquarters, Beijing, China.

Top left: Admiral An Lihun (second from right), deputy chief of staff of the Chinese navy, accompanies Secretary Lehman on a tour of Emperor Ming's tomb.

Top center: Children on a Shanghai street stop to observe rarely seen American visitors.

Top right: A crew member escorts Secretary Lehman on a tour of his boat at Tsing Dao Submarine Base.

Center: Secretary Lehman, accompanied by Admiral Hauqing, reviews a Navy honor guard at the People's Republic of China Naval Headquarters, Beijing.

Bottom left: Secretary Lehman and China's Defense Minister Aiping.



# NAVY SPORTS

From intramurals to international competition, the Navy has a program for athletes at all levels.

It might be one of those weekends. Nothing much is happening. The television set is on—some amateur sporting event—but you're only half-listening, half-watching. Then the announcer says something about one of the athletes being in the Navy. Suddenly your mind isn't drifting any more; your attention is focused on the television.

It shouldn't come as a surprise to find a Navy man or woman competing with some of the nation's top athletes—not when you realize the scope of the Navy's involvement in sports. Odds are, that Navy athlete you saw on television started out as a member on one of the thousands of Navy intramural teams at bases around the world.

That wide-ranging intramural program is the foundation of the Navy's involvement in organized athletics. Every Navy man and woman has the opportunity to participate in the program—and many do. William Fleming, head of the Navy's Sports Program Branch, estimates that some 300,000 Navy men and women—about 50 percent of the Navy's active duty force—participated in a base intramural program last year.

The Navy's intramural program is much like that of any college or university. Ships and commands compete against each other in some 50 intramural sports, including flag football, basketball, softball, racquetball, volleyball, sailing, soccer and weightlifting.

Base teams are grouped into leagues, standings are kept, and playoffs and



**HM3 Michael Duzant (left) outboxed his Army opponent to win the welterweight championship in the 1984 Interservice Boxing Championships.**

championship games determine winners. From there, Navy athletes can go on to conference-level competitions.

The Navy sports world is divided into 15 geographic regions known as conferences. "It's like the Big 10 and Pac 8 Conferences in college," Fleming explained. "The Navy has the South Pacific Conference, the South Atlantic Conference—that type of thing."

Conference championship winners in past years could advance to East Coast and West Coast championships and then to an All-Navy Championship. After a good showing in the All-Navy Championship, a team or an athlete could go on to interservice, national and international competition. But the Navy

eliminated the All-Navy Championships six years ago.

"They were dropped pretty much because of cost and time away from the command not only for one or two individuals, but for whole teams at a time," Fleming said.

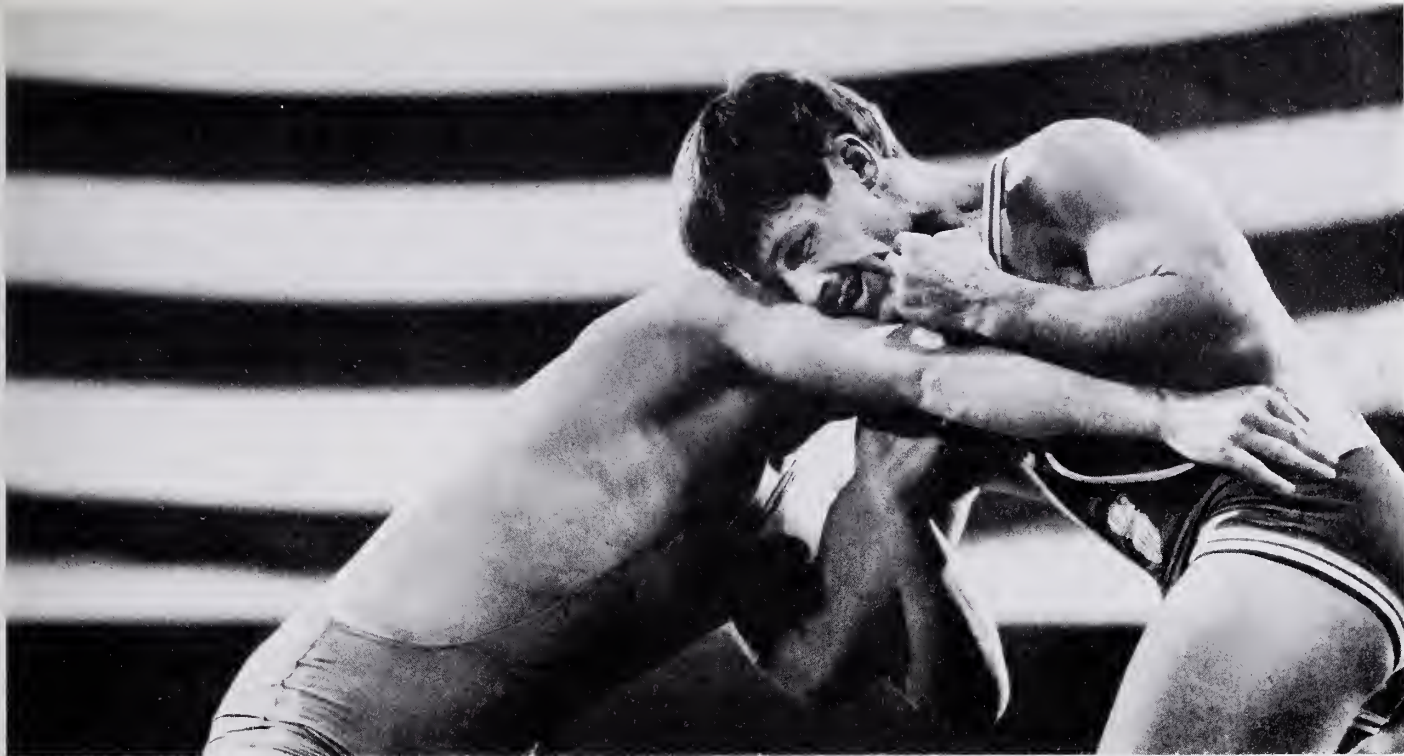
Now conference-level championships are as far as Navy tournaments go. But when the Navy eliminated the All-Navy Championship system, they replaced it with a new program that has been having a lot of success.

The Navy set up training camps to help find its top athletes. Under this program, Navy athletes apply to the Navy Sports Program Branch for a spot in one of 17 camps. (See *All Hands*' December 1984/January 1985 inside back cover for a list of training camps.)

Under the training camp system, the Navy is interested in getting its *best* athletes—sailors who out and out *excel* in a sport—to apply. In track and field, for example, men shouldn't even consider applying to the training camp unless they can run 100 meters in 11 seconds flat. For women it's 13 seconds. That's fast. That's close to world class speed—and it's only the minimum time needed just to be considered for camp. The athletes selected for Navy training camps are *top* amateur athletes; some have competed at the Olympic level.

Sailors who are proven outstanding athletes and who think they can compete at that level should contact shipboard athletic officers or base athletic offices





for applications. Those applications must have two endorsements: one from the applicant's athletic director and the other from the commanding officer.

The athletic director's endorsement acknowledges a sailor's superior athletic ability. The commanding officer's endorsement grants the individual permission to go to the camp.

"We've run into some problems where individuals are not endorsed by the C.O. because of time commitment or importance of job," Fleming said. "The biggest problem we face is getting individuals free to train. There's a lot of talent in the Navy that we rarely see because commands are not allowing people to come to training camps.

"I've talked with C.O.s, X.O.s, and detailers in terms of trying to get people replaced and transferred. But the Navy is a unique service because we're seagoing.

"It's not usually so difficult to get a person who's land-based into a training camp, though we still have problems with that. But if an athlete is on a ship, he's got two strikes against him. First, it's difficult for that command to let him go because there's no one to replace him and he's got a specific job to do; it's the same for women. Second, there's no place to train. When you go to sea for six months, it's difficult to do any serious training."

Fleming and the training camp coach look closely at the applications. If they know the athlete, it's easy to decide whether or not to invite that person to camp. If they don't know the athlete, they'll call the applicant's base athletic director to get a recommendation or call references listed in the athlete's application, such as a high school or college coach, to get better insight into the applicant's character and athletic ability.

"For some of the more popular camps, like men's softball," Fleming said, "we may get 60 to 70 applications. We can only handle 30 to 35, maybe 40 individuals in the camp, so we've got to be fairly selective. It's crucial to really screen the individuals."

There are two types of Navy training camps, according to Fleming.

"One is a trials camp, such as golf or bowling. There's really no time spent preparing. It's just a 72-hole golf tournament, or a number of set lines for bowling, or a racquetball or tennis elimination where we can find out who our top players are. It usually runs from 10 days to two weeks.

"The other training camp is primarily for team sports like wrestling or boxing. We have from six to eight weeks for athletes to come into the camp, work on their skills and work together to form a team. If you don't come into the training camp in good condition, you're

**FTM1 David Butler, who won a gold and a bronze medal at the CISM wrestling tournament, battles his opponent in his gold medal match.**

probably going to go home pretty quickly."

After the athletes invited to training camps are whittled down into a Navy team, they go on to compete against the other services, which have similar training camp programs.

"In many sports—especially the team sports—we'll select an all-armed forces team from the interservice tournament," Fleming said. "The armed forces team will train together as an all-star team from the four services and go on to the national championship in that particular sport."

As a result of their performance in a national tournament, athletes have a chance to go to international tournaments and perhaps even the prestigious Pan American Games or the Olympic trials.

"I don't think there's an athlete who doesn't overestimate his or her talent in terms of the opportunity (to go to the Olympics)," Fleming said. "Realistically speaking, very few are going to get that high. When you're talking about participating in, say, men's softball and putting an armed forces team together in 1 1/2 weeks to play against teams who have been together one to two years, it's





Photo by Jim Preston

difficult to compete. In volleyball it's even worse because it's more highly skilled—more of a team interaction sport.”

Most of the training camp sports have access directly into national championships, although some sports don't go any further than the interservice tournaments. In golf and tennis, there's no amateur national championship the armed forces can enter.

“In sports that we don't actually have training camps or interservice competitions for, we still give individuals the opportunity to qualify and go to higher levels of competition,” Fleming said. “They apply in the same way. If an individual is an outstanding shooter, he can apply for a training camp even though we don't have one for that sport.

“We'll take the application, assess that individual's ability and talk with the national governing body of that sport to find out how he or she is ranked. Then

we decide whether or not we should fund the individual or whether they're just trying to get out of duty and want to go and see what they can do at these things.

“We get a lot of requests to go to this little tournament or that little competition. We're not interested in that, nor can we fund people to go to them. But if the people have the talent, we'll take them as far as they can possibly go as long as their command goes along with it.”

There is yet another level of competition for Navy athletes: CISM—Conseil International du Sport Militaire. (See story on page 23.) CISM had its roots in World War II. Eighty-two free world nations compete in about 24 different sports. The United States participates in 12 of those sports.

Athletes who have done well at the interservice, national and international level are invited into a CISM training

**Ensign Leo Williams, a 1984 Olympic hopeful until he was injured, clears the high jump bar during a track meet.**

camp, which operates much like Navy training camps.

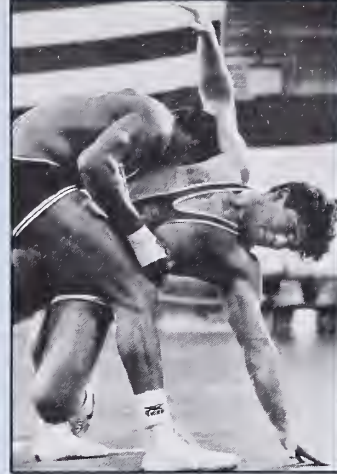
“It's the highest level of competition aside from Pan American and Olympic Games,” Fleming said. “CISM is kind of like the international military olympics.”

Navy athletes often are competing against Olympic competitors in CISM games.

“I just came back from Korea,” Fleming said. “We had the CISM judo championships there. The majority of the individuals we competed against from France, Italy and Austria were Olympic judo players. In fact, one fellow from Austria was the Olympic gold medalist. Navy athletes compete at extremely high levels.

“And in CISM, the other countries in particular place a lot of importance on





## Conseil International du Sport Militaire: The Military Olympics

Despite its French name, CISM—Conseil International du Sport Militaire—is based on an American idea. That idea was to bring together the post World War II allied forces on the playing field to help bridge cultural and language barriers between the nations. Originally, the organization was called the Allied Forces Sports Council.

In 1947, because of political reasons, the Soviet Union and other eastern bloc countries withdrew. Soon after, the United States and England withdrew. The organization was in jeopardy.

Unwilling to let a good idea die, the French armed forces organized a meeting

and invited all countries interested in forming a permanent military sports association. Belgium, Denmark, Luxembourg and the Netherlands accepted. The five countries drew up statutes and regulations and founded the Conseil International du Sport Militaire. Eighty-four nations are CISM members today.

The Philadelphia Naval Station hosted the CISM freestyle and Greco-Roman style wrestling competition in December. It was the first time a U.S. armed service ever hosted a CISM wrestling competition. Active duty military wrestlers from the Federal Republic of Germany, France, Greece, Italy, Pakistan and the United States com-

peted. Several Olympic medal winners also wrestled in the five-day tournament.

U.S. wrestlers took 17 medals in the competition—8 gold, 7 silver and 2 bronze. Navy wrestlers won four of those medals: Fire Control Technician First Class David Butler won a gold in Greco-Roman style and a bronze in freestyle, Mess Management Specialist Second Class T. J. Jones won a gold in Greco-Roman style, and Ship's Serviceman Second Class Rob Hermann won a silver medal in freestyle. □

**Above: Olympic silver medalist Marine Sgt. Greg Gibson wrestles for one of two gold medals he won in CISM competition.**

the prestige of winning and doing well, probably much more so than the U.S. Many of the countries have their whole national teams participating."

Competing at such levels may sound glamorous, but it can be grueling. A Navy athlete could go to a six- or eight-week Navy training camp, make the interservice team and be tied up for another couple of weeks, then make the armed forces team and go through more weeks of training, then advance to the nationals. By then a Navy athlete may have been in training for six months, all the while hopping across time zones, sleeping in hotels and eating on the road. CISM involves even more training.

As long as an athlete is competing in tournaments for the Navy, the Navy Sports Program Branch takes care of all costs. Their budget for fiscal year 1985 is about \$2 million. They pay transportation, entry fees, per diem, equip-

ment—in short, when an athlete is selected to go to a training camp, it costs the Navy man or woman and their commands nothing.

Quite a few Navy athletes have performed at the more advanced levels of athletics. Last year 42,000 Navy athletes competed at the conference level, and about 500 competed at the training camp level. In national and international competitions, 120 Navy athletes competed; 36 competed in CISM tournaments, and 31 were involved in the 1984 Olympic trials.

Two Navy athletes earned a spot on USA's 1984 Winter Olympic team. Chief Gunner's Mate Fred Fritsch and Data Processing Technician Second Class Wayne DeAtley competed in the two-man bobsled. Two other Navy athletes, Ensign Leo Williams and Journalist Second Class Donna Burke, had very good chances of going to the Olympics in 1984. But because of injuries,

neither made the Olympic team.

Burke's injury was particularly disappointing. She had been training in the women's luge for nearly eight years trying to get to the Olympics. The U.S. boycott in 1980 and her injury in 1984 forced her out of two Olympic winter games.

"The Navy had one national champion in wrestling this year, and two fellows took second," Fleming said. "Two Navy men were on the USA Greco-Roman wrestling team at the world championships in Finland, and seven individuals competed on the Pan American team last year. Navy athletes have done extremely well."

Whatever the level of competition—from base intramurals to the Olympics—the Navy has a program to help its athletes to go as far as their talents can take them. □

—Story and photos by  
JO1 Gary Hopkins





Photo by PHJ MARY DeBali, Com Myu WarCom





# Minesweeping

## Fighting Weapons that Wait

Mine warfare is back on course. After the Korean conflict, mining and mine countermeasures were neglected, and emphasis in naval warfare was directed elsewhere. Today, there is a renaissance in mine warfare.

New types of mine warfare ships and helicopters will be built, new countermeasures systems are in the budget, new mines are being sent to the fleet, tactical mine warfare is now regularly included in fleet exercises.

Commodore Duke W. Cockfield, Commander, Mine Warfare Command, head-

quartered in Charleston, S.C., said, "In modern history, there has been more mining than people realize. During peacetime, mining still goes on—terrorist mining in the Persian Gulf and the Red Sea, for example—and disrupts world commerce. When you think of the minimum effort by those who laid the mines, compared to the considerable impact on world trade and the massive response to counter the mining, you get an appreciation for the importance of mine warfare."

The use of mines is not limited to terrorists. The Soviet Union has an immense



# Minesweeping

arsenal of mines and a large force to deliver them. Soviet submarines, surface combatants, aircraft, merchant ships—even fishing vessels—can lay enough mines to bottle up U.S. ships in harbor or destroy them on the open seas.

“The Soviets,” said Commodore Cockfield, “have the largest inventory in the world—up to a third of a million mines. They train and test their people frequently on their ability to lay mines. They also have the world’s largest mine countermeasures force. This means we must have the capability to respond to that threat. We rely on our allies to assist us, and we expect our NATO allies to clear mines in their own waters.”

The resurgence of interest in mine warfare hasn’t come a moment too soon.

“Mine warfare is extremely important to naval warfare. It’s a difficult discipline in that it’s simpler to lay mines than to clear them. The psychological impact of laying a few mines causes a major problem, so we must have the capability to counter the threat. The Red Sea and Persian Gulf mining incidents prove that effective mining is still going on. The capability of handling mines during peacetime is just as essential as during wartime,” Commodore Cockfield said.

“I think there was a recognition, beginning in 1980, that our mine warfare assets were getting old and that we did not have the capability to counter the threat

that could be imposed by the Soviets. There was a considerable upswing in recognizing the importance of mine warfare and a need to improve the quality and quantity of mine warfare ships. We are seeing a greater appreciation by our task group and fleet commanders and the Chief of Naval Operations of the importance of mine warfare to fleet operations and our ability to control the sea. A reflection of that is seeing mine warfare used in more fleet exercises. Each battle group commander now has someone on his staff trained in mine warfare.”

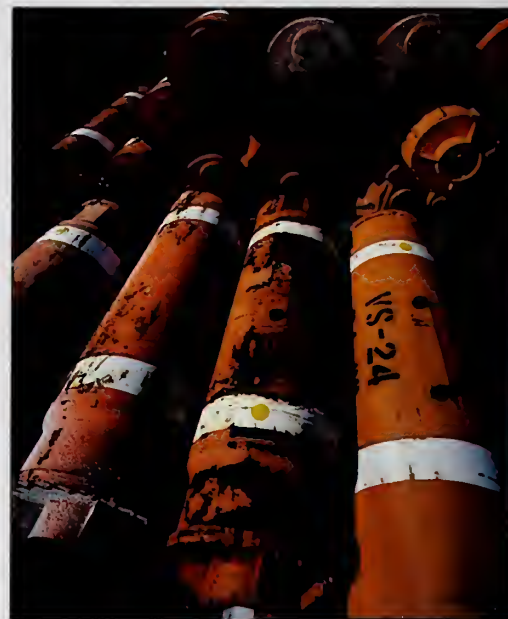
Commodore Cockfield realizes his job has just begun.

“I will continue the thrust started by my predecessor, Rear Admiral Charles Horne, to improve our ability to counter the threat in peacetime and wartime. I want to solidify the start we have made toward getting ample resources to handle the threat, to increase the awareness of everyone in the Navy of the threat of enemy mines as well as our ability to use mines offensively and defensively.”

In the August 1984 issue of *Seapower* magazine, editor James Hessman wrote: “The Navy’s mine warfare program has gone in recent years from dead in the water to all ahead slow. It may be time to shift to all ahead flank.” Commodore Cockfield doesn’t agree completely.

“It’s true that, if you go back to the ’70s, mine warfare was in serious trouble.

To say we are going ‘ahead slow’ is not accurate. I think we are doing much better than that. We have new construction programs for ships and helicopters, and new generations of mines. I think we’re achieving a level that will protect the





United States' interests."

Captain John Moore, Royal Navy (retired) wrote, in the foreword to the 1983-84 *Jane's Fighting Ships*, that after the U.S. Navy receives all of the mine countermeasures ships and mine hunter ships

on order, it "should be able to clear the passage to a maximum of five ports." Again, Commodore Cockfield takes exception.

"What Moore did not take into serious consideration was our helicopters and the

Craft of Opportunity Program. We intend to cover many more than five ports. He took a pessimistic view and underestimated what our programs will get for us."

Chief of Naval Operations, Admiral James D. Watkins, said, "For too many years, mine warfare and mine countermeasures did not receive our full attention. Witness the fact that our newest class of mine countermeasures ship is of 1950s vintage. Our neglect caused us to grow weak in an area where once we were strong." Commodore Cockfield said the CNO was calling attention to an area that needed solid improvement.

"That refers to where we stood in about 1980 when we did not have a balanced building program and were relying on our small number of oceangoing minesweepers, minesweeping boats and helicopters. You now see very good mine warfare programs coming along that will enable us to be most effective."

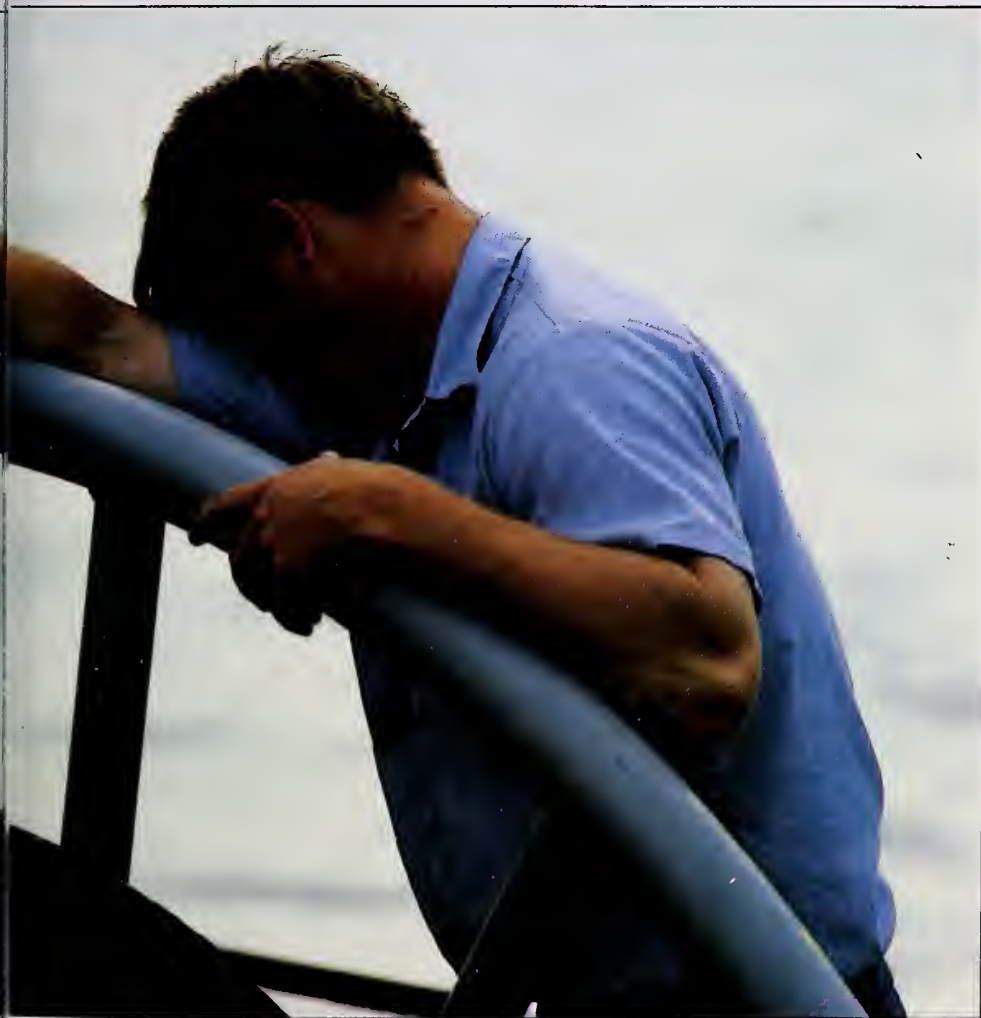
Rear Admiral Horne said, "There is a renaissance of mine warfare in the U.S. Navy." But what is this renaissance?

"He meant that we have gone from a neglected warfare discipline to a warfare community that is getting new assets, new programs, and a greater recognition by the Navy of the importance of mine warfare," said Commodore Cockfield.

Mine warfare may be back on course, but there are hurdles ahead. Commodore Cockfield looks into the future and sees how important it is that the momentum not stop.

"The mining in the Red Sea showed how difficult it is to counter mines. There is a recognition that mine warfare will not go away and that the enemy will continue to pose this threat. In this world of modern technology, it is clear that the threat of mine warfare is increasing. The micro-chip mini-computers give those who wish to use mines a considerable advantage. You can create sophisticated mines that are difficult to counter. The mining threat and the use of mines will become more essential and more critical to our fighting

**Clockwise from top: Reusable dummy mines used for minesweeping training. A minesweeper returns to Charleston, S.C., harbor. A seaman rests after reeling out a "magtail" used to detonate magnetically actuated mines. An engineman at the helm.**





# Minesweeping

ability. There is a great potential for Third World countries to use mines during peacetime, in brush wars or in conflicts such as we are seeing between Iraq and Iran. Our actions in the Red Sea proved to the world we could quickly respond to the request of foreign countries to remove mines from their waters. Because mines are relatively cheap weapons that pose an actual as well as a psychological threat, I predict we will see greater use of mine warfare—and we will need greater capability to counter that threat.”

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## The Major Mine Warfare Commands

**Commander, Mine Warfare Command** is the principal mine warfare adviser to the chief of naval operations; the commanders-in-chief of the Atlantic and Pacific fleets; commander-in-chief, U.S. Naval Forces, Europe; and Supreme Al-

lied Commander, Atlantic, for mine warfare. To keep abreast of the latest developments, Mine Warfare Command has two subordinate commands: Mobile Mine Assembly Group to maintain stockpiles of offensive and practice mines; and Mine Warfare Inspection Group to monitor fleet

readiness and recommend innovations in mine warfare.

**Mobile Mine Assembly Group** is the headquarters and administrative commander for 11 units and detachments around the world. Mobile Mine Assembly Group units and detachments assemble and





maintain service mines.

**Mine Warfare Inspection Group** conducts, or helps conduct, mine warfare readiness certification inspections on ships, aircraft, submarines, special warfare units, mine sites and other facilities that have mine warfare missions. The group is

staffed with people from surface, submarine, aviation, special warfare and mine communities.

**Mine Group Two** exercises administrative and operational control over surface and mine countermeasures assets on the Atlantic and Gulf coasts and **Mine Group One** in Seattle does this on the West Coast. Mine Group Two has three active duty and nine naval reserve force oceangoing minesweepers and several minesweeping boats. It provides trained mine countermeasures units; trains reservists assigned to naval reserve force minesweepers; and supports fleet and mine warfare exercises for training or peacetime fleet operations. Mine Division 125 is a subordinate command of Mine Group Two. It conducts minesweeping in shallow waters using the Navy's last seven minesweeping boats. Mine Group One has nine naval reserve force oceangoing minesweepers and conducts the same function as Mine Group Two.

**Fleet and Mine Warfare Training Center**, also located in Charleston and a subordinate command of Training Command, U.S. Atlantic Fleet, is the Navy's only "A" and "C" school for mine warfare, mine laying and mine countermeasures. The center offers mine warfare fa-

miliarization, specialization and technical courses to disseminate mine warfare knowledge throughout the fleet.

## Minesweeper Commanding Officers

The Navy will receive new mine countermeasures ships and minesweeper hunters to replace the 21 oceangoing minesweepers built during the 1950s. These old wooden-hulled ships have small, tightly knit crews that give new meaning to the phrases "team spirit" and "group effort." The ships and their crews—"iron men in wooden ships"—give skippers like Commander Donald Owen, former commanding officer of USS *Leader* (MSO 490) and presently chief staff officer of Mine Group Two; and Commander Mark Rogers, commanding officer of USS *Fearless* (MSO 442), something to boast about.

Rogers spent about nine years in the Navy before learning what minesweepers did for a living. "I now understand minesweepers, so when we start having fleet exercises, I might raise my hand and say, 'Let's start it out with five mines in the harbor,' and watch everybody hit the deck. People still think mines are old-fashioned, that they are not used anymore. That's wrong."

Owen said other ships don't have the same camaraderie and morale as a minesweeper. "The sailors are one-of-a-kind, and if they don't do their job, no one takes

**Giving and taking orders, passing information and knowledge, and maintaining and preparing equipment are important in minesweeping exercises.**





# Minesweeping

up the slack for them. They're conscientious and they know there's no room for slacking off."

"Everybody talks about the team concept," said Rogers. "Go to a 300-person destroyer or a 500-person cruiser and that's a team. But imagine a 52- or a 55-person team where everybody does his job and everybody stands watches and you're all in it together. *That's the team concept.* On a minesweeper you can feel it."

There's another thing you can feel on a minesweeper—the swells. "It's the element of survival," said Owen. "When

you get out there in some of those heavy seas, you feel as if it's really man against nature." Owen loves the wooden ships. "It's tremendous in that you rearrange things a lot easier. You can beautify and take pride in the wood."

Rogers agrees. "The more wood the better. We have wooden decks. We wood panel the spaces. We removed the tile and the carpet and replaced it with wood. And there's brass too. I've got so much brass that some has been painted over. If I had to polish all the brass on the ship, I'd need sailors just to shine it."

Now that these old ships are to be decommissioned, the officers are sorry to see them go. "That was one of the things that was so sad," said Owen. "There were so many beautiful objects aboard—craftsmanship items from 30 years ago that are now gone."

"That's right," said Rogers. "I hate to see the oceangoing minesweepers go, but they're 30 years old and we need the new mine countermeasures ships and the minesweeper hunters. The thing I like is the minesweeper hunters are going to be commanded by lieutenants. Young officers need opportunities to command early. If someone had taken me to sea on a small ship for an afternoon, I'd have given anything to get assigned to one."

"People sometimes avoid orders to oceangoing minesweepers. They say, 'Those are 30-year old wooden ships that are in the reserves.' But that's not the whole picture. An ensign fresh from college who becomes the chief engineer gets a lot of responsibility for a young person. Anything he does after that is going to be pretty easy."

"If I had known about oceangoing minesweepers when I was a junior officer," said Owen, "I would have requested one because you get more responsibility and you learn more. For an initial sea tour, it's marvelous. When you finish one tour on an oceangoing minesweeper, you really have a good seagoing, surface warfare background. With the *Avenger*-class mine countermeasures ship coming out, I still recommend it."

The officers say the minesweepers have camaraderie, high morale and give crew members lots of responsibility. Are their sailors equally enthusiastic?

"Retention on these ships is extremely good," said Owen. "I've had guys who shipped over just to remain aboard. One sailor used his *GUARD III* to stay on the ship."

Rogers agreed and added, "We need officers and enlisted people—active duty and reservists—to realize that minesweepers can be fun and great places to serve."



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## History of Naval Mines

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No review of contemporary mine warfare would be complete without a look at



the history of mines. Today, mines are so sophisticated they can be pre-set to detonate when the first ship passes or after a certain number of ships of the proper size pass.

Mines can detect ships by their magnetic signature or the sound they make. Some mines can propel themselves for miles underwater to stop in enemy ports, and others can release a torpedo to attack a ship or submarine. Formidable modern mines are the descendants of humble ancestors.

David Bushnell, inventor of America's first submarine, was also the inventor of the first naval mine. Produced in 1776, the mine was a simple watertight wooden keg filled with gunpowder and hung from a float. In 1777, General George Washington authorized a number of these mines, then called torpedoes, set adrift in hopes of damaging a British fleet. Although the attempt failed, the naval mine later gained a reputation as one of the least expensive yet most effective offensive and defensive naval weapons.

The use of mines in naval warfare was

initially considered unethical, and for many years the sea mine was thought of as a "devilish device" used only by unchivalrous nations.

After Bushnell's first mines, Robert Fulton (of steamboat fame) designed several sea mines between 1797 and 1812 which he tried unsuccessfully to sell to France, Great Britain and the United States. Although many of his mines worked well, he never received much support. Mines were used with little or no consequence in several wars in Europe and Asia up to the 1850s.

Not until the Civil War were mines used effectively on a large scale. The Confederate Navy was inferior to the Union Navy, but the South sank 27 ships with mines while artillery fire sank only nine.

During World War I, the naval mine emerged as the Allies' primary weapon against German submarines. American and British forces planted more than 72,000 mines from the northern tip of Scotland to the southern tip of Norway, forming a deadly net to keep German U-boats from preying on allied ships.

In the years after World War I, the mine was nearly forgotten. The use of mines revived with the start of World War II. By the end of the war, the Navy was using contact mines and the more effective magnetic, acoustic and pressure mines.

Classic use of mines occurred in World War II during Operation Starvation. To cripple enemy shipping, the Navy planted more than 12,000 mines in Japanese shipping lanes and harbor approaches. They were so effective that 266 Japanese ships were sunk and all maritime activity was disrupted.

A new family of mines—"Destructors"—was used in 1967 during the Vietnam conflict. The destructors were simply general-purpose bombs with highly sophisticated electronic detonators.

Today's mines are effective against many different types of ships. Mines are becoming increasingly complex, but have features that make assembly, testing and storage easier and safer. □

—Story by JO1 Dale Hewey  
Photos by PH2 Perry Thorsvik

# Craft of Opportunity Program

A lack of mine countermeasures caused Mine Warfare Command to find ways to reduce the risk of enemy mining of our ports. One answer was the Craft of Opportunity Program.

The program takes confiscated fishing vessels, turns them into mine countermeasures ships and puts them in 22 ports along U.S. coasts.

Plans call for each ship to have four trained reservist crews during peacetime. In time of war or national emergency, three more boats for each port will be requisitioned, putting 88 boats and 88 crews in operation nationwide.

Crews will be made up of nine people, from craftmasters to sensor operators. In peacetime, COOP ships will survey and catalogue the ocean bottom to make identification of mines easier during wartime. The ships will be equipped with basic electronic equipment and side-scan sonar. Crews will use a forward-looking sonar

and remotely operated underwater vehicles to search for mines in the future.

COOP is an inexpensive naval mine-

sweeping force multiplier. If it proves to be an effective mine countermeasure, the program will be expanded.



# Survey Ship Goes Mine Hunting

## Harkness and 'Intense Look'

Story by Lt. Cmdr. R.W. Booker

Unexplained explosions damaged nearly a dozen ships and threatened to disrupt shipping traffic in the Suez Canal, the Gulf of Suez and the Red Sea last summer. Serious economic, political and military issues were at stake if terrorists' claims of mining were confirmed.

In July, USNS *Harkness* (T-AGS 32), one of the Navy's two coastal hydrographic survey vessels, became a mine hunter in the Suez area.

*Harkness*, operated by Military Sealift Command in cooperation with the Naval Oceanographic Office, Washington, D.C., had been working in the Gulf of Suez since

1983. It was conducting surveys from the harbor at Port Suez south to the Strait of Jubal to update oceanographic charts. After 10 months, the task was nearly complete, and *Harkness* was to be southbound to the Indian Ocean by mid-August.

*Harkness'* master John Arens received orders July 30 to stop survey operations and seek safe anchorage 30 miles south of Port Suez. *Harkness* remained at anchor four days. The Egyptian and other governments assessed the situation, and a

mine countermeasure operation involving forces from Egypt, the United States, United Kingdom, France, Italy and the Netherlands began. For U.S. forces, the operation was called "Intense Look."

A special U.S. team was sent to Cairo to work with the Egyptian government and to investigate the extent of the danger. The team, led by Commodore Alvin Newman, U.S. Naval Forces Central Command,

Part of "Intense Look" minesweeping for USNS *Harkness* (T-AGS 32), opposite page, was loading equipment at Port Suez, Egypt, and searching the ocean bottom with a remote controlled underwater vehicle with television cameras, and side looking radar equipment.

*Photos courtesy of the Military Sealift Command*





Pearl Harbor, Hawaii, included three explosive ordnance disposal experts from Mine Warfare Command, Charleston, S.C.

The ship weighed anchor Aug. 3 for Port Suez to embark the ordnance disposal team and equipment, and side-scan sonar was installed aboard *Harkness*.

*Harkness* then set course for 90 miles south of Port Suez off Ras Shukhair, a port on the Egyptian side of the Gulf of Suez, where many of the explosions had been reported.

Oceanographic Unit Five embarked in *Harkness* Aug. 4 and deployed a three-station precision navigation system along the East and West Coasts of the Gulf of Suez. The unit fought 30- to 40-knot winds and 4- to 6-foot seas to set up short range transponder sites for precision navigation assistance to the survey ship. The sites were in bare base areas, and unit members camped in the desert.

By mid-afternoon Aug. 4, the 393-foot steel hull survey ship was ready to tow the side-scan sonar through the area thought to be mined.

None of the reported explosions had

sunk a ship; instead, the mines had caused dents and minor internal damage and were dubbed "denting" mines by the crew.

The master prepared his crew for operations. Members were briefed and cautioned to remain on upper decks. Drills were held, and the ship made its first "survey" line run.

Military sealift members manned the bridge, engine room, deck and galley. Oceanographic military and civilian personnel and the three explosive ordnance demolition experts manned the survey operations center, communications center and boats. Some of the unit's helicopter members from Helicopter Anti-Submarine Squadron Thrity Det. ALFA, Norfolk, Va., filled in for people assigned to shore sites by standing survey watches.

*Harkness* anchored at night so the crew could go below for rest. A broad survey of the area was made, and no explosions occurred. Progress was slow, but thoroughness was more important. The single screw ship with high freeboard battled high winds and heavy seas. Eventually, work went on around the clock.

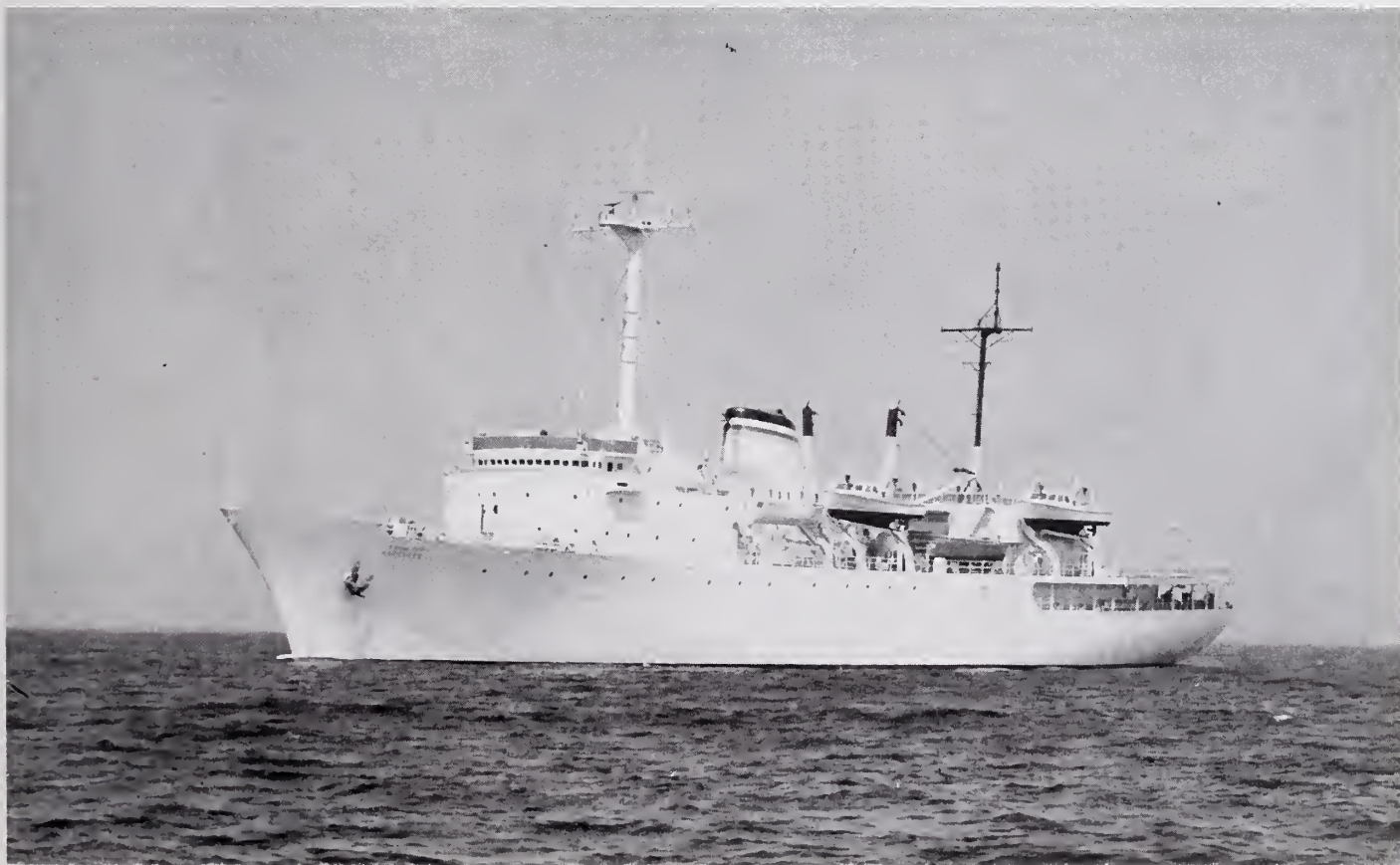
Several mine-like contacts were discovered by the end of the fifth day, and many were classified *highly probable*. Five members of the Explosive Ordnance Demolition Group Two Det., Sigonella, Sicily, boarded *Harkness* for diving operations with three divers from the Egyptian navy. The ship had to locate and mark the mine-like contacts with buoys and provide small boat support for the divers.

Explosive ordnance disposal divers were launched in a survey boat. No explosives were found.

Other mine countermeasure forces arrived. The British group was in Port Suez Aug. 14; USS *Shreveport* (LPD 12) made a night transit of the Suez Canal and made Ras Shukhair Aug. 16. *Shreveport* resupplied *Harkness*, and the survey ship steamed to Port Suez for fuel.

*Harkness* arrived at Aliyah naval base Aug. 17 where the Egyptian navy provided diesel fuel. Other supplies came from Cairo.

During the four-day stay in Aliyah, the oceanographic unit resupplied its navigation system sites in the area. The unit



also aided British forces berthed at the Egyptian base in calibrating and locating their transporter system.

*Harkness* rendezvoused with *Shreveport* at Ras Shukhair Aug. 22 to disembark and set up explosive ordnance disposal divers at a shore-based operation. The survey ship then set sail for Yanbu, Saudi Arabia, met with USS *LaSalle* (AGF 3) and transferred aboard a 12-man deep diving team from Explosive Ordnance Disposal Group Two, Det. 46, and 17 tons of equipment for transport back to Ras Shukhair. The mixed gas, deep diving team

checked mike-like contacts in 180-foot water depths.

After four days, the unit redeployed its transponder sites, and the ship began towing the side-scan sonar.

Because of poor diving conditions and water depths, four mine-like contacts could not be discounted as non-mine. *Scorpi*, a small remote-operated vehicle, arrived from the States Sept. 12 and was loaded aboard *Harkness*.

*Scorpi* and its five-man team investigated the final four contacts by television and sonar. All contacts were confirmed as

non-mine, and explosive ordnance demolition team members and remote-operated vehicle equipment were offloaded in Port Suez Sept. 17 and 18.

*Harkness* and Oceanographic Unit Five had gone mine hunting. The shipping lanes were secure, and the ship and unit returned to hydrographic survey operations. *Shreveport* headed north through the Suez Canal, and *Harkness* headed back to the Gulf of Suez. The mine hunt had taken 50 days. □

*Lt. Cmdr. Booker is the commanding officer of Oceanographic Unit 5.*

# Harkness Aids in Hungarian Medevac

What should have been a quiet day of mine hunting in the Gulf of Suez for USNS *Harkness* (T-AGS 32) turned into an emergency medical evacuation Sept. 2.

A faint call for help was monitored on the survey ship's bridge that morning. The

Hungarian freighter *Radnoti*, 50 miles north of *Harkness*, reported a heart attack victim in critical condition on board.

*Harkness'* master, John Arens, suspended survey work and turned his ship north. The ship's SH-2 helicopter, already

overhead USS *Shreveport* (LPD 12), picked up a *Shreveport* medical officer and returned to *Harkness*. The Hungarian freighter turned south toward the survey ship's course.

The helicopter refueled aboard *Harkness* and flew the medical officer and a corpsman to *Radnoti*. The patient's condition was stabilized, and the medical officer recommended medevac. The patient and medical people were lifted 60 miles to *Shreveport*, where the patient was transferred to a larger CH-53 helicopter and flown to Cairo. In Cairo, a waiting ambulance took the sailor to a hospital, where he was later reported in stable condition.

While maneuvering alongside *Harkness*, *Radnoti* sounded three blasts and dipped her ensign in salute. *Harkness* returned the tradition of the sea.

USNS *Harkness'* (T-AGS 32) SH-2 helo hovers over Hungarian freighter *Radnoti* during a medical evacuation in the Gulf of Suez.







# Restoring Great Lakes Naval Cemetery

Story and photos by JO2(SW) Dwayne Rider

The 79-year-old U.S Naval Cemetery at Great Lakes Naval Hospital, Great Lakes, Ill., is being restored and beautified by more than 40 local organizations.

One community donated World War II-era lamps and benches. Damaged or defaced headstones are being replaced or restored, walkways regravled, flowers planted, a visitors' garden added and sur-

rounding grounds landscaped.

The renovations are scheduled to be completed by Memorial Day 1985, and families of the deceased will be invited to formal services and ceremonies re-dedicating the cemetery.

The cemetery is in its second location on the Great Lakes Naval Hospital grounds. The original cemetery began to erode in the winter of 1919, and the remains of 33 bodies, wrapped in sailcloth and enclosed in green pine caskets, were moved to a new location.

Joseph W. Gregg, the first recruit to enter the Great Lakes Training Station in

1911, was buried in the cemetery in 1966.

Nurse Alice Lea, the first Illinois resident to die in World War I was buried here in December 1918. She died in France of poisoning by blistering liquid mustard gas.

The cemetery accommodates 277 plots and 114 have been used. Active duty and retired Navy or Marine Corps members, and family members of interred servicemen, may be buried in the cemetery with approval by the hospital's commanding officer. □

*JO2 Rider is assigned to the public affairs office, Naval Training Center, Great Lakes, Ill.*





# The Beginning Of A New Life

Story and photos by PH2 Alex Hicks

"Only the strong survive" would be an understatement when describing the processing and testing a Filipino national must undergo to enlist in the U.S. Navy. It is a demanding and highly competitive program that sifts through 30,000 applicants annually and accepts only 400.

The program, run by the Navy Recruiting Class "A" Station, Subic Bay, Republic of the Philippines, takes civilians like Manuel Galinato, from Urdaneta in the province of Pangasinan, and turns them into sailors. Galinato went through the program in 1983, and is now a machinist's mate fireman aboard the Seventh Fleet amphibious transport dock USS *Denver* (LPD 9).

Galinato likes the Navy. "My life as a sailor is better than my life as a civilian," he said. "The benefits and the pay are good. If I get married my family will also be better off. If I were a civilian, I would have to pay for these benefits."

Recruiting of Filipino nationals began in 1901, when President William McKinley signed an executive order allowing the Navy to enlist up to 500 Filipinos a year as part of the insular force. When the Philippines gained independence in 1946, the United States agreed to recruit Filipinos into the Navy for terms of four to six years. At first, Filipinos were recruited only as stewards, but beginning in 1971 they were allowed to enlist in any rating for which they were qualified.

A June 1984 survey showed nearly 21,000 Filipinos on active duty in the Navy. About 407 Filipinos have earned commissions as naval officers after becoming U.S. citizens.

The recruiting process is long and tedious. It starts with a news release submitted to the local media requesting applications. The application includes a

personal biography and photograph. For those accepted, the recruiting station mails out "call cards" requesting applicants to report to the station for testing.

Applicants usually wait two to three years to receive a call card. All applications received after the advertised period are rejected. The station receives more than

300 unsolicited applications every week.

The first test given to the applicants is the enlistment screening test, of 45 problems in simple arithmetic, English word knowledge and space perception.

Next comes an English language interview to assess the applicant's ability to express himself. Recruiter Chief Boatswain's Mate Jim Heitz said this is the most troublesome area for the applicants. "Most applicants fail at this stage because they don't have the English skills," he said.

If the applicant passes these steps, he is invited to take the armed services vocational aptitude test battery.



Top: HM2 Robb Pearson inspects a recruit the first day of "mini boot camp." Right: A new recruit has mixed feelings about his first Navy haircut. Far right: If one recruit fails, all must pay the price for teamwork.





Failing any phase of testing disqualifies an applicant until the next period that applications are accepted. An applicant has three chances to enter the Navy under most situations.

The physical examination is one of the last obstacles for a prospective recruit. If an applicant passes, he is tentatively qualified for enlistment.

One week before the applicant's enlistment date, he is given a final English language interview. Failures are rare this far into the program.

"When I talk to an applicant, I look for good English skills, and for a positive, straightforward attitude," said recruiter Navy Counselor First Class Jim Castleberry. "He must be a well-rounded individual, because one day one of these men might have to work for me, or I might have to work for him."

"We go through an enormous volume of processing compared to the normal stateside station, that may handle 50 to 60 applications each month," said Senior Chief Navy Counselor Calvin Lane. "We handle about 2,000 per month."

Immediately after enlisting, the new re-

cruits attend a four day "mini-boot camp" conducted by the recruiting staff to prepare for basic training in San Diego.

By the time Filipinos leave mini boot camp, they have a clear picture of what is expected of them in real boot camp.

One of the recruits was Daniel Mora from Tayabas, a small town in Quezon Province. Mora studied civil engineering at The University of Santo Tomas in Manila before enlisting.

"It took almost two years for me to get this far after I received my call card. But I know it is worth it because of the benefits and training I will get in the Navy," he said.

Mora said the major reason he made it this far was he studied English for 12 years. "The hardest thing I will have to adjust to will be American ways. I am proud to have made it this far. I still have a long

way to go," he said.

The end result of the Filipino recruiting program is the high quality of sailors like Senior Chief Electrician's Mate Nathaniel Mantaring aboard the *Denver*.

Mantaring is from Pasay city, Rizal province. He said that he came into the Navy in 1966 because the jobs were scarce in his city. "I felt that it was the best way to make something of myself," Mantaring said.

Mantaring takes his role as a leader seriously. He tells the 35 men in his shop that if you work hard things will happen for you in the Navy. "You have to be like a thoroughbred horse, work hard and you will make it in the Navy," he said. □

*PH2 Hicks is assigned to the Seventh Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.*





# Virginia-class Cruisers

## Provide Anti-aircraft Support

Story by Ensign Frank A. Merriman

*Virginia*-class cruisers, slicing through the seas at more than 30 knots, are potent, nuclear-powered guided missile ships capable of engaging hostile forces above, on or below the water.

The four ships in this class are an important part of the Navy's complement of

31 guided missile ships primarily oriented toward anti-aircraft warfare. They also are the first post World War II cruisers with full hangers.

Improved anti-aircraft capability, electronic warfare equipment and anti-submarine fire control are the key features of

the *Virginia* class. They operate independently or with nuclear or conventionally powered strike forces on the offense and defend these forces and other ships, too.

Ships in this class, in addition to the USS *Virginia* (CGN 38), are USS *Texas*





(CGN 39), USS *Mississippi* (CGN 40) and USS *Arkansas* (CGN 41). Nuclear reactors on the ship make steam for two sets of geared turbines and propellers for ship's power.

*Virginia*-class ships are 585 feet long, 63 feet wide, have a navigational draft of 30.5 feet and displace 10,500 tons fully loaded. They have a crew of 35 officers and 438 enlisted people. "Virginians" make maximum use of automation and labor-saving devices. Each ship has a fully equipped gym, photo lab, library and soda fountain.

These ships have a lean and hungry look, compared with older cruisers bristling with weaponry of all sizes, yet their firepower far surpasses older sister ships.

#### *Virginia*-class Cruisers (CGN)

Name	Number	Laid down	Launched	Commissioned
<i>Virginia</i>	CGN 38	19 Aug. 72	14 Dec. 74	11 Sept. 76
<i>Texas</i>	CGN 39	18 Aug. 73	9 Aug. 75	10 Sept. 77
<i>Mississippi</i>	CGN 40	22 Feb. 75	31 Jul. 76	5 Aug. 78
<i>Arkansas</i>	CGN 41	17 Jan. 77	21 Oct. 78	18 Oct. 80

The cruiser has two multipurpose, dual arm guided missile launching systems fore and aft with anti-submarine rockets; *Harpoon* missiles in two quad launchers; two 5 inch, 54 caliber lightweight gun mounts; and two trainable three barrel torpedo launchers port and starboard.

*Virginia*-class ships originally had a single surface-to-air missile launcher, but in 1969, they were provided two MK 26 launchers firing the standard medium range surface-to-air missile and the anti-submarine rocket anti-submarine missile. Each launcher is fitted with a mixed standard and anti-submarine rocket magazine.

Each cruiser has a specially designed hanger for two light airborne multipurpose system helicopters underneath the fantail flight deck with a telescoping hatch cover and an electromechanical elevator to carry helicopters between the main deck and hanger.

The speed, nuclear propulsion, fire-power, armament and endurance give *Virginia*-class cruisers the versatility and ability to meet any threat from any direction, assuring their place as a valuable naval asset for years to come. □

*Ensign Merriman* is assigned to the NR OI Det 518, St. Louis.



# Bearings

## California Honors Navy

Surf and sunshine are not California's only contribution to Navy commands. People are an integral part of the West, and California recently recognized the Navy as its Employer of the Year for outstanding achievement in hiring the handicapped and disabled.

The statewide award program allows each of the California State Rehabilitation Department's 19 districts to nominate employers in their area who best exemplified a willingness to hire qualified handicapped people. Navy commands in San Diego, Concord and Long Beach hired 121 people.

San Diego commands honored were: NAS Miramar; Navy Public Works Center; Naval Training Center; Naval Person-

nel Research and Development Center; Naval Ocean Systems Center; Naval Hospital; NAS North Island; Naval Supply Center; Supervisor of Shipbuilding, Conversion and Repair, USN; Naval Electronics Systems Engineering Center; Navy Resale and Services Support Office, field support office; Naval Submarine Base; Fleet Combat Direction System Support Activity; Naval Air Rework Facility, NAS North Island; and the Marine Corps Base, Camp Pendleton.

Separate awards were presented to naval activities in Long Beach, including Naval Shipyard, Naval Station supply detachment, Naval Station Consolidated Civilian Personnel Office, Naval Hospital, and Naval Weapons Station Seal Beach. ■

## Officers Study Abroad

Three Navy lieutenants have been awarded two-year scholarships by the George Olmsted Foundation to study abroad.

Lieutenant Peter A. S. Johnstone, office of the Chief of Information, Washington, D.C., will study at the University of Montpellier, France.

Lieutenant Stephen A. Larocque, Naval Security Group Command, Washington, D.C., will attend the University of Stuttgart in West Germany.

Lieutenant Horace M. Leavitt, USS *Salt Lake City* (SSN 716) out of Norfolk, Va., will study at Javier Pontificia University, Bogota, Colombia. ■

## Fitness Program at CBC

Since toughening physical standards, the Navy has begun several programs that are achieving readiness through physical fitness. Results from the Naval Construction Battalion Center, Port Hueneme, Calif., indicate that one 4-year-old program is changing the way Navy people look at fitness.

The program is called "Can Do Fitness for Life," and gets its name from the Seabee motto, "Can Do."

Can Do Fitness for Life is a self-motivated, self-directed conditioning program. It allows participants to combine activities that fit their lifestyles to achieve personal fitness goals.

Participants in the program at the center keep an activities record and earn credit for time spent exercising. For example, one credit point is awarded for swimming one-quarter mile, for exercising or weight training one hour or for jogging one mile. Awards are presented for reaching 200, 500, 1,000, 2,000 and 5,000 points.

Participants claim the program's built-in incentive and motivation helps them build lifetime conditioning habits.

Hospital Corpsman First Class Rodney Stricker shed 94 pounds through the pro-



Lt.j.g. Chet Thompson of the Civil Engineer Corps Officers School, Port Hueneme, Calif., ran more than 1,000 miles to earn the sweat suit he's jogging in as part of the "Can Do Fitness for Life" program. Photo by PH3 Bernie Hamel, NCBC, Port Hueneme, Calif.

gram after Chief Hospital Corpsman Don Harder suggested the Can Do Fitness for Life program to him.

"This can do it for you," said Harder. "Because the program is ongoing, there is always another goal in sight once an initial milestone is reached."

The program began in 1980 when the center's athletic department members Doug Nelson and Mike Jones recognized a need for an alternative to the intramural program. Can Do Fitness for Life evolved from a need for positive reinforcement for those who exercised and a means to keep track of their progress. With the help of the Navy's increased emphasis on physical fitness, the program initiated by Nelson and Jones gained momentum.

"We're looking to involve people in a regular exercise routine they can follow for the rest of their lives," said center athletic director Ken Corney.

The Can Do Fitness for Life program offers new hope to the individual who has never succeeded at a regular conditioning program while also providing extra incentive to physically fit people. ■



## First Woman ABC

Twenty-eight year old Vivian R.L. Erb, from Brookings, Ore., has been selected the first active duty woman chief aviation boatswain's mate.

Erb, who works in the operations transient division at Naval Air Station Moffett Field, Calif., was one of 28 aviation boatswain's mates selected for promotion by the 1983 chief's board.

"I knew what I wanted and I knew I

would perform my job well," she said.

Hard work is nothing new to the 5-foot-5-inch "farm girl."

"I worked hard hitching heavy power equipment to tractors, operating power supply equipment, fueling aircraft, taxi signaling aircraft, inspecting gear and my favorite job—moving aircraft with a tractor tow.

"I'm happy with the decision that I made nine years ago to pursue my Navy career as an AB," she said. ■



## Last Plank Owner

Seven years to the day after reporting aboard, Chief Boatswain's Mate Richard A. Baxter departed as the last plankowner of the USS *Saipan* (LHA 2).

Baxter was a third class petty officer in 1977 when he became a member of the ship's commissioning crew. During his time aboard, he made two Mediterranean

cruises, three Caribbean cruises, participated in three NATO exercises and Operation Urgent Fury in Grenada.

After seven years, Baxter is looking forward to the challenge of a new duty station, but said he leaves much of himself behind. "When the 'Saipan' sticker was scraped off my I.D. card, it finally hit me: I wasn't a member of the crew any more." ■

## Mayport's PACE

The Program for Afloat College Education is growing at Naval Station, Mayport, Fla. During fiscal year 1984, 223 PACE courses were conducted, an increase of 110 classes over the previous year.

USS *Saratoga* (CV 60) conducted the

most PACE classes: 28 academic and 27 vocational/technical classes. Most *Saratoga* crew members took classes in English, mathematics and photography.

Other Mayport ships participating in the PACE program are USS *Yosemite* (AD 19), USS *Luce* (DDG 38), USS *Stephen W. Groves* (FFG 29), USS *Vreeland* (FF 1068), and USS *Boone* (FFG 28). ■



## Senior Olympics at NTTC Meridian

Twenty-three students from the Naval Technical Training Center, Meridian, Miss., recently helped several nursing homes run the community's first senior citizens' olympics.

The event, at Meridian's Highland Park, improved communication between the elderly and the young, recreation directors said. Community volunteers and sailors helped with such "olympic" events as wheelchair races, softball, frisbee-throwing contests and horseshoes.

Many participants were in their 90s and one lady was 102. In openings ceremonies, Navy students sang "America the Beautiful," and the nursing home residents paraded the grounds displaying homemade banners. ■

## "Dixie Doers" Named Best

Reserve Naval Mobile Construction Battalion 24, nicknamed the "Dixie Doers," was selected "best of type" from among 17 reserve Seabee battalions nationwide.

Vice Admiral Thomas J. Hughes, deputy chief of naval operations for logistics, presented the battalion with the Rear Admiral John R. Perry Award for its "demonstrated mobilization readiness." ■

# Bearings

## Indy Family Dental Day

Dentists and technicians aboard the Norfolk-based carrier USS *Independence* (CV 62) opened Sewells Point Naval Dental Clinic to dependents one Saturday in September and conducted free dental exams for "Indy" families.

Dental Day was suggested by the ship's dental officer, Commander Jeffrey Vinton, in response to crew members' questions about their families' dental health.

"Crew members frequently ask me about dental care for their families," said Vinton. "I thought it would be great to give them an examination and some advice on dental care."

After routine examinations and fluoride treatments, patients were taught proper oral hygiene and were advised about local dental services and sources for financial assistance. Professional cleaning, X-rays, fillings and routine extractions are not authorized for dependents at government expense.

Dental officers from the Naval Reserve Dental Clinic 106, Norfolk, Va., helped with *Indy's* Dental Day. ■

## NARF Cherry Point Management Award

The Naval Air Rework Facility, Cherry Point, N.C., won the first Chief of Naval Material Management Effectiveness Award for managerial excellence in 1983.

The award recognizes excellence in cost control, responsiveness to fleet needs, resource management, quality and management practices within the organizations.

The award will be presented annually to the most outstanding naval shipyards, air systems command activities, supply systems command activities, weapons stations, public works centers, and chief of naval material research and development centers. ■

## Oldendorf Moves to Japan

USS *Oldendorf* (DD 972) is the most recent ship to deploy with the Seventh Fleet in Yokosuka, Japan. During a ceremony attended by American and Japanese dignitaries, *Oldendorf* crew members were welcomed by a band, balloons, flower girls and speeches.

*Oldendorf* joined the Seventh Fleet as part of the Navy's Overseas Family Residency Program. The program accomplishes two goals: increased fleet readiness and improved morale. Having units continuously assigned to the western Pacific also means added fleet flexibility and responsiveness.

Ships operating under the program are away from port for shorter periods than

West Coast ships deployed to the western Pacific and Indian Ocean, but they spend the same time at sea. Since families can accompany sailors to overseas duty stations, separation periods are reduced and morale is improved.

Among the dignitaries present to welcome *Oldendorf* to Yokosuka were Rear Admiral Gerald MacKay, Commander, U.S. Naval Forces, Japan; Vice Admiral Shuichiro Higashiyama, Chief of Staff of the Commander in Chief, Self-defense Fleet; and Mr. Yuzo Inoue, deputy president, Japan-America Society of Yokosuka. ■

—By Kathleen Cook, *Fleet Activities*, Yokosuka, Japan

## 1985 Medical Professionals Workshop

The 27th Navy Occupational and Environmental Health Workshop for medical professionals will be conducted March 2-8, 1985, at the Pavilion Towers Hotel, Virginia Beach, Va.

For reservations, contact Dianne Best, Navy Environmental Health Center, Naval Station, Norfolk, Va. 23511; telephone commercial (804) 444-4657; Autovon 564-4657; or FTS 954-4657. ■

## Seaman Earns U.S. Citizenship

Voting in the presidential election had special meaning for Yeoman Seaman Marcia Figueroa, a native of Honduras who works at the Mine Warfare Command in Charleston, S.C.

The 21-year-old Figueroa became a U.S. citizen last October, and the first thing she did was register to vote.

"I've always thought of myself as an American, but deep down inside I knew I really wasn't without the certificate of naturalization," said Figueroa, who works in the command's administration department. "I'm glad I can vote now," she said.

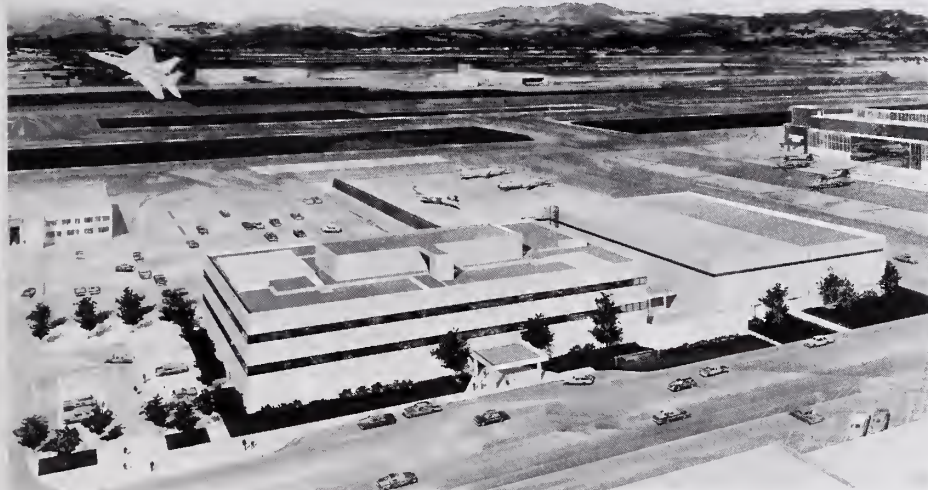
Figueroa immigrated to Miami in 1974 with her mother and 6-year-old brother. She graduated from North Miami Senior High School in 1981. With legal status as

a registered alien, she joined the Navy and attended basic and apprentice training in Orlando, Fla., then firefighting school in Norfolk, Va.

Figueroa went to sea aboard the destroyer tender USS *Puget Sound* (AD 38) homeported in Gaeta, Italy. She applied for citizenship while on the ship but couldn't attend required interviews at a U.S. immigration and naturalization office. While at sea, she studied the U.S. Constitution, Declaration of Independence, the government, politics, and current issues in Congress.

When she received orders to Charleston in March 1984, she attended the interviews, had the paperwork completed, and was granted citizenship. ■





**Point Mugu's new electronic warfare complex is scheduled for completion in June 1986** at the Pacific Missile Test Center, Point Mugu, Calif. The \$13 million electronic warfare laboratory and hangar complex will replace the present facility in building 35, the warfare community's home for the past 26 years. The new three-story building will cover more than six acres and provide 79,250 square feet for the lab and 22,300 square feet for the aircraft hangar. The hangar will accommodate A-3, A-7, EA-6B, and A-3 replacement aircraft. Ground-breaking ceremonies were held in January. ■

## First Enlisted Academy Director

Master Chief Fire Control Technician Terrance L. Shook will be the first enlisted director of the Senior Enlisted Academy at the Naval Education and Training Center, Newport, R.I.

Shook, command master chief aboard the guided missile destroyer USS *Lynde McCormick* (DDG 8), will attend the March 1985 academy class and become the school's director in May. He was appointed by a selection board, convened by the Naval Military Personnel Command, at the request of the chief of naval operations and force master chiefs who sought an enlisted academy director.

The academy was established in 1981 to give senior enlisted people the opportunity to broaden their education, and prepare for future leadership roles and higher managerial responsibilities. The nine-week curriculum includes instruction in lead-

ership and management techniques, communications skill, national security affairs, Navy programs and physical readiness.

Shook, 38, from Wellsburg, W.Va., is a West Coast sailor with more than 13 years of sea duty. He served aboard the nuclear guided missile cruiser USS *Long Beach* (CGN 9), the guided missile cruiser USS *Chicago* (CG 11) for two tours, and now the *Lynde McCormick*. Other assignments include instructor duty at Service School Command, Naval Training Center, San Diego; and independent duty as head of the Sea Chaparral Program, Ship Repair Facility, Subic Bay, Republic of the Philippines.

Since joining the Navy in 1983, Shook has earned associate, bachelor and master degrees, with emphasis in data processing business administration and computer science. ■

## Leadership Awards

Commander Frank L. Yusi, former commanding officer of USS *Miller* (FF 1091), who represented the Atlantic Fleet, and Commander Edward K. Kristensen, commanding officer of USS *Waddell* (DDG 24) of the Pacific Fleet, have received the 1984 Vice Admiral Stockdale Award for Inspirational Leadership.

The award is presented annually to two commissioned officers below the rank of captain, who command a surface ship, submarine or aviation squadron at the time of nomination. Candidates are nominated by their peers who also must be eligible for the award.

The award was named after retired Vice Admiral James B. Stockdale who, earned the Medal of Honor for his courage while a prisoner of war in Vietnam. Stockdale was president of both the Naval War College, Newport, R.I., and, after he retired, of The Citadel, The Military College of South Carolina. ■

## San Jose Paints Thai School

After three months in the Indian Ocean, most crew members aboard the combat stores ship USS *San Jose* (AFS 7) hit the beach during the ship's recent R & R visit to Thailand.

But 11 crewmen volunteered their first day in port to help renovate a deteriorating elementary school.

Crew members, from storekeepers to operations specialists, were bused through the jungle to a town just outside of Phuket. It took only one day to cover the school with three coats of white paint. More than 100 pupils helped.

The Thai townspeople rewarded the sailors with a traditional Thai lunch of chicken curry, exotic fruits and a special blend of rice, eggs and vegetables, cooked right in the classroom.

*San Jose* is homeported in Agana, Guam, Mariana Islands. ■

—By JOSH Larry Foos, USS *San Jose* (AFS 7)



# Mail Buoy

## MCPON Black's Hat Device

*The November 1984 issue of All Hands carried an article titled, "Through Veterans' Eyes," showing a portrait of former Master Chief Petty Officer of the Navy Delbert D. Black wearing a hat device without the required two stars.*

*The photo of MCPON Black is circa 1967. He was in proper uniform at that time.*

*BUPERS Notice 1020 of Jan. 14, 1969, required senior and master chief petty officers to wear the one-star and two-star hat devices. This notice was later incorporated into Navy uniform regulations.*

—The Editor

## Reunions

- **USS Arided (AK 73)**—Reunion being planned for World War II members. Contact Richard Baker, 1002 Catherine Ave., Kinston, N.C. 28501.

- **USS Cournty (DE 1021) from 1956-60**—Reunion being planned. Contact Kenneth R. Rich, 12 Harvey Road, Middletown, R.I. 02840; telephone (400) 847-1743.

- **LST 509 from 1950-55**—Reunion being planned. Contact Kenneth R. Rich, 12 Harvey Rd., Middletown, R.I. 02840; telephone (400) 847-1743.

- **USS AFD 5 from 1943-46**—Reunion being planned. Contact Thomas J. Eidem, 3211 Aquila Lane, St. Louis Park, Minn. 55426.

- **USS Hansford (APA 106) World War II**—Reunion being planned. Contact Billy W. Barnett, 1746 Trenton Ave., Bremerton, Wash. 98310; telephone (206) 377-4107.

- **USS Pringle (DD 477)**—Reunion being planned for World War II crew members. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228.

- **Banana Fleet Marines**—Reunion being planned. Fort Walton Beach, Fla. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 784-2587.

- **USS Chevalier (DD 451)**—Reunion being planned. Contact Kurt W. Bocian, 24853 96th Ave., S. #1, Kent, Wash. 98031-4869; telephone (206) 854-5190.

- **USS Wharton (AP 7)**—Reunion March 13-17, 1985, Orlando, Fla. Contact George

Howlett, 110 Central Ave., Malden, Mass. 02148; telephone (617) 324-6121.

- **USS Alabama (BB 60)**—Reunion April 11-14, 1985, Mobile, Ala. Contact John R. Brown, P.O. Box 501, Keller, Texas 76248; telephone (817) 431-2424.

- **Naval Armed Guard Vets, World War II**—Reunion April 24-27, 1985. Contact Leonard W. Carlson, 5894 No. St. Albans, Shoreview, Minn. 55112.

- **USS Little (DD 803), (DD 79), (APD 4)**—Reunion May 3-5, 1985, Boston. Contact Franklyn A. Whall, 53 S. Fairview St., Roslindale, Mass. 02131; telephone (617) 325-6654.

- **USS Trenton (CL 11)**—Reunion May 7-9, 1985, Gatlinburg, Tenn. Contact T.C. Thompson, Route 1, Box 53, Louisville, Tenn. 37777; telephone (615) 984-8338.

- **USS Haven (AH 12)**—Reunion May 9-11, 1985, Reno, Nev. Contact Joe Messina, CWO, USN, (Ret.), 1680 Oak Vista Ave., Chico, Calif. 95926; telephone (916) 343-6105.

- **USS Lexington (CV 2)**—Reunion May 15-16, 1985, Nashville, Tenn. Contact Walt Kasner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752.

- **USS Ticonderoga (CV-CVA-CVS 14), (CG 47)**—Reunion May 16-19, Annapolis, Md. Contact John R. Austin, 2087 Major Road, Mommouth Junction, N.J. 08852.

- **USS Columbia (CL 56)**—Reunion May 30-June 1, 1985, St. Louis. Contact Joe Rice, 5604 Plata St., Clinton, Md. 20735; telephone (301) 868-1260.

- **USS Zeilin (APA 3)**—Reunion May 31-June 2, 1985, San Diego. Contact Thomas A. Hoffman, 35444 Avenue H, Yucaipa, Calif. 92399; telephone (714) 795-5318.

- **USS Minneapolis (CA 36)**—Reunion June 1985, Minneapolis. Contact Donald J. Bovill, 2804 Gene Lane, Arlington, Texas 76010.

- **USS Salisbury Sound (AV 13)**—Reunion June 1985, Reno, Nev. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

- **Navy Air Group 153-15 Squadron Officers 1945-49**—Reunion June 6-9, 1985, Pensacola, Fla. Contact Al Rappuhn, 10920 Manatee Drive, Pensacola, Fla. 32507; telephone (904) 492-1829.

- **USS Aulick (DD 569)**—Reunion June 13-16, 1985, Pittsburgh. Contact Robert Cleary, 107 Clubside Drive, McMurray, Pa. 15317.

- **USS Remus (ARL 40), (LST 453)**—Re-

union June 28-30, 1985, St. Louis. Contact Buford Battle, P.O. Box 53, Dahlonega, Ga. 30533; telephone (404) 864-7102.

- **"Fighting" 4th Marine Division**—Reunion July 3-6, 1985, Seattle. Contact Fred M. Thaut, 810 5th St., Snohomish, Wash. 98290; telephone (206) 568-5465.

- **USS South Dakota (BB 57)**—Reunion July 4-7, 1985, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

- **USS McDermut (DD 677)**—Reunion July 12-14, 1985, Philadelphia. Contact John Dinger, 911 Temple Drive, Raleigh, N.C. 27609; telephone (919) 787-8390.

- **USS Peterson (DE 152)**—Reunion July 12-14, 1985, Indianapolis. Contact Russell A. Jensen, 1324 Stanley Road, Plainfield, Ind. 46168; telephone (317) 839-2809.

- **USS West Point (AP 23) World War II**—Reunion July 18-20, 1985, Charleston, S.C. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052; telephone (816) 252-3822.

- **USS Belle Grove (LSD 2)**—Reunion July 19-20, 1985, Milwaukee. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.

- **USS Chandeleur (AV 10)**—Reunion July 31-Aug. 3, 1985, San Antonio, Texas. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

- **USS Mansfield (DD 728)**—Reunion Aug. 1-3, 1985, Greenville, N.C. Contact Charlie Seamester, 104 Lisa Lane, Greenville, N.C. 27834; telephone (919) 758-7352.

- **USS Merrill (DE 392)**—Reunion Aug. 5-9, 1985, Orlando, Fla. Contact USS Merrill Reunion Assoc., P.O. Box 681, Enka, N.C. 28728.

- **USS Cotten (DD 669)**—Reunion Aug. 8-11, World War II and Korea crew members. Nashville, Tenn. Contact Walter Shollmier, 1828 Parnassus, Memphis, Tenn. 38108.

- **USS Kimberly (DD 521)**—Reunion September 1985, Chicago. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (305) 855-5625.

- **USS Dixie (AD 14)**—Reunion September 1985, former crew members. Contact James Thatcher, 2185 Ingrid Ave., San Diego, Calif.; telephone (619) 424-6591.

- **Naval Cryptologic Veterans Association**—Reunion Sept. 1-2, 1985, Baltimore. Contact Bud Simpson, 16103 Roblynn Court, Laurel, Md. 20707.

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# Ship Model Curator at USNA

Story by JO2 Paul Brawley, USNA,  
Annapolis, Md.

Photo by Dave Eckard, USNA

Maintaining a fleet of 225 ship models is a tall order, especially when some of them are more than 300 years old.

The caretaker must have the skilled hands of a surgeon, the patience of Job, and vast knowledge of maritime history and ship construction.

The United States Naval Academy Museum has such a person in Robert F. Sumrall, ship model curator. He joined the museum staff in November 1971, after spending the summer in Annapolis, Md., illustrating a book for the Naval Institute Press.

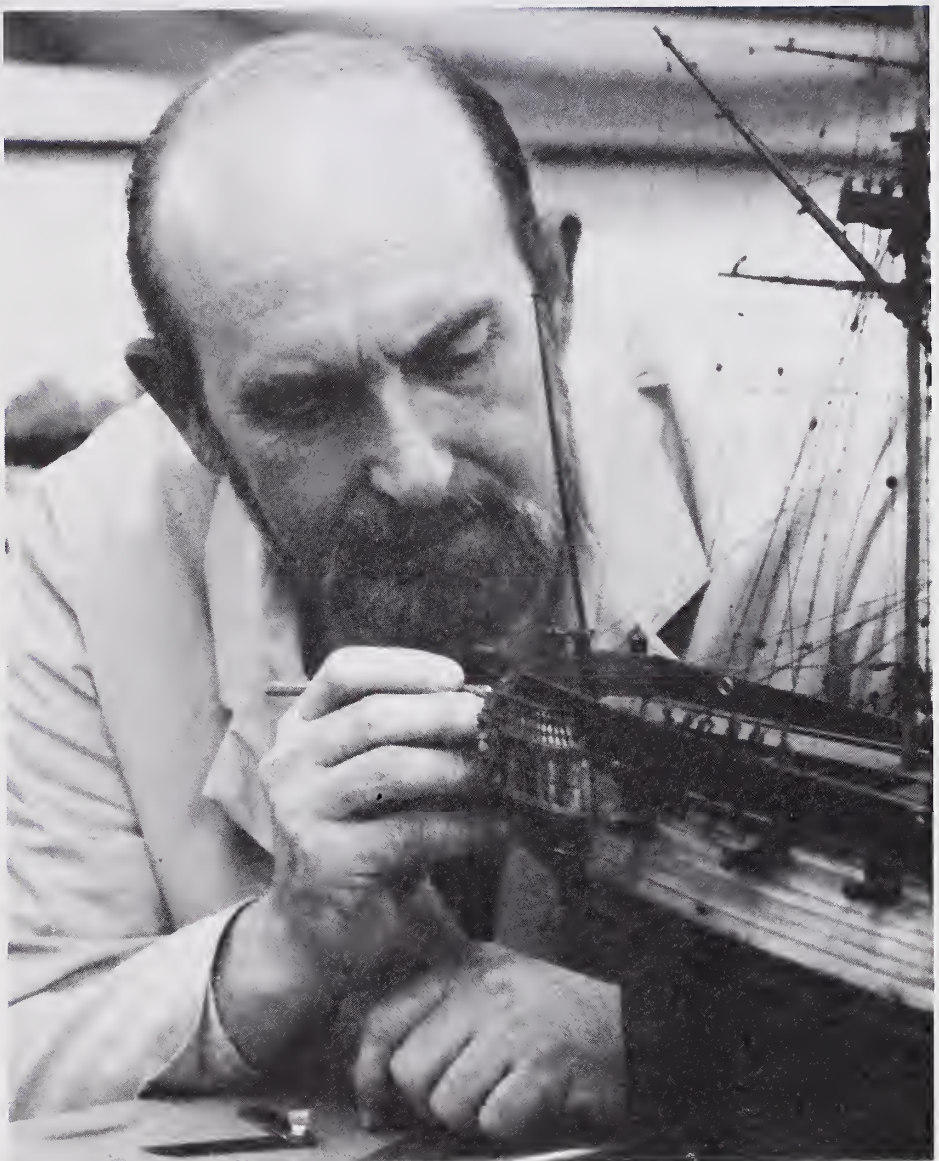
"It was a case of being at the right place at the right time with the right qualifications," he said.

Sumrall, a chief hull technician in the Naval Reserve, began building ship models when he was 6. In college, he studied mechanical engineering, naval architecture, marine engineering and history. He also has written several articles and illustrated numerous maritime-related publications.

The academy museum has one of the foremost collections of ship models in the world, ranging from row boats a few inches long to "steel navy" ships well over 6 feet. Their methods of construction vary from solid wood carved hulls to plank-on-frame, where the hull is built up from the keel with individual frames and planking. There also are a number of fine bone models, which tradition says were made from beef bones saved from rations by French sailors imprisoned by the British during the Napoleonic era.

The Colonel Henry Huddleston Rogers Collection, consisting of 108 models and 72 cases, contains the largest collection of admiralty models in the world outside of the National Maritime Museum in Greenwich, England. The admiralty models are originals made to scale in the Royal dockyard and were constructed to show and study the design of an important vessel about to be built.

While thousands of tourists annually view the artifacts on display in the museum's galleries, Sumrall works in a three-room basement office repairing and re-



storing models and preparing models for future exhibits. He usually works on models as they are needed for displays. Some require a simple repair taking an hour or so; others take much longer. He usually works on two or three models at once, going from one to another to allow parts to dry.

"It sounds easy, but it can be very complicated because ship models vary in construction, age and nationality," he said. "The repair must blend in with the natural appearance of the model."

Sumrall's job also entails careful research and a good deal of paperwork. He

orders his own modeling supplies and responds to more than 200 inquiries annually from people all over the world requesting plans, photos and other ship-related information.

After a day at work, Bob goes home and unwinds—by working on a ship model. "My wife is an artist, so there is a lot of understanding between us," he said. "She has helped me paint some models, and I've been known to stretch a canvas or two for her."

Bob would like to remain on the job until retirement. What would he do then? Make ship models, of course. □



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**W**  
 Walker, MCPON Robert J.—11:13  
 War games, center for—1/2:32; 12:84/1:85:38  
 Watkins, CNO Adm. James D.—1/2:1F; 7:13  
 Webb, James H. Jr., asst. SecDef—11:6  
 Weinberger, SecDef Caspar—1/2:1B  
 West African Training Cruise '83—4:19  
 Whittet, MCPON John D.—11:11  
 Wood carving—3:35  
 Wooden ships—3:24  
 Women in navy—3:39; 4:45; first LDO cryptologist commissioned, 3:35; veteran's benefits, 11:29  
 Wright, Shirley S.—12:84/1:85:17

## **Ships, Aircraft and Squadrons**

**A**  
 USNS *Algol* (T-AKR 287)—11:44  
*America* (CV 66)—7:22; 12:84/1:85:44  
*Argonaut Junior*—4:37  
*Archerfish* (SS 311)—4:39  
*Arkansas* (CGN 41)—11:47

**B**

*Beaufort* (ATS 2)—11:26  
*Blue Ridge* (LCC 19)—6:39  
*Bowen* (FF 1079)—4:44  
*Brown, Jesse L.* (FF 1089)—4:19  
*Brumby* (FF 1044)—6:39

**C**

*Callaghan* (DDG 994)—7:46  
*Chandler* (DDG 996)—7:46  
*Charleston* (LKA 113)—10:11;  
 12:84/1:85:45  
*Chauvenet* (T-AGS 29)—1/2:16  
*Comte De Grasse* (DD 974)—  
 3:42  
*Conolly* (DD 979)—4:19  
*Constant* (MISO 427)—3:24  
*Constitution*—10:12  
*Cusk* (SS 348)—4:40

**D**

*Dewey* (DDG 45)—3:43  
 Destroyer Squadron 23—4:2  
*Dorchester*, SS—11:34  
*Duluth* (LPD 6)—5:42

**E**

*Edson* (DD 946)—1/2:23; 11:45  
*Estocin* (FFG 15)—8:44

**F**

*Falcon Champion*—4:28  
*Falcon Leader*—4:28  
*Flagstaff* (PGH 1)—3:46  
*Flatley* (FFG 21)—4:43  
*Fulton* (AS 11)—1/2:48; 4:48

**G**

*Gilmore, Howard W.* (AS 16)—  
 4:47  
*Grayling* (SS 209)—4:39  
*Guadalcanal* (LPH 7)—5:44  
*Guam* (LPH 9)—3:12-13; 5:20  
*Gudgeon* (SS 211)—4:39; 6:42

**H**

*Hayler* (DD 997)—8:43  
*Hector* (AR 7)—10:28  
*Hellcat*—8:16  
*High Point* (PCH 1)—3:46  
*Holland*—4:34  
*Holt, Harold E.* (FF 1074)—  
 12:84/1:85:47  
*Hunley, H.L.*—4:35

**I**

*Inchon* (LPH 12)—5:42  
*Independence* (CV 62)—10:24;  
 10:37  
*Indianapolis* (CA 35)—7:34  
*Intelligent Whale*—4:36  
*Intruder*, A-6E—1/2:10  
*Iowa-class battleships*—11:26

**J**

*Java*—10:12  
*Jouett* (CG 29)—8:42

**K**

*Kennedy, John F.* (CV 67)—7:24  
*Keystone State*, SS—12:84/  
 1:85:40  
*Kidd-class destroyers*—7:46  
*Kirk* (FF 1087)—5:43

**L**

*LaSalle* (AGF 3)—7:24  
*Lowe, William C.* (DD 763)—  
 3:34  
*Lt. Col. John U.D. Page*—9:8

**M**

*Midway* (CV 41)—6:13; 9:17  
*Missouri* (BB 63)—8:41;  
 11:26-28,1B  
*Mispullion*, USNS (T-AO 105)—  
 3:44  
*Mitchell*, B-25 bomber—4:13

**N**

*Narragansett*, USNS  
 (T-ATF 167)—7:20  
*Nassau* (LHA 4)—7:8  
*Nautilus*—4:34  
*Nautilus* (SSN 571)—1/2:12; 4:40  
*Neosho* (T-AO 143)—4:46  
*New Jersey* (BB 62)—3:44; 5:36;  
 7:48; 8:18; 11:48  
*Niagara Falls* (AFS 3)—6:41  
*Nimitz* (CVN 68)—7:26

**P**

*Pegasus*—3:46  
*Pegasus-hydrofoils class*—9:47  
*Peleliu* (LHA 5)—11:40  
*Perry, Oliver Hazard-class* guided  
 missile frigates—6:46  
*Peterson* (DD 696)—10:26  
*Pigeon* (ASR 21)—6:40  
*Plunger*—4:36  
*Porpoise* (SS 172)—4:39  
*Prairie* (AD 15)—5:5; 8:43; 10:26

**R**

*Robison* (DDG 12)—10:16

**S**

*Saratoga* (CV 60)—8:43; 10:30  
*Schofield* (FFG 3)—6:36  
*Scott* (DDG 995)—7:46  
*Shenandoah* (AD 44)—3:1F  
*Skate* (SSN 578)—4:41  
*Speigel Grove* (LSD 32)—4:19  
*Steelhead* (SS 280)—1/2:48  
*Swordfish* (SS 193)—4:39

**T**

*Tarawa-class* amphibious assault  
 ships—9:44  
*Thresher* (SSN 593)—4:40  
*Ticonderoga* (CG 47)—10:45  
*Ticonderoga class*—10:46  
*Triton* (SSRN 586)—4:41  
*Tucumcari* (PGH 2)—3:46  
*Turtle*—4:34

**V**

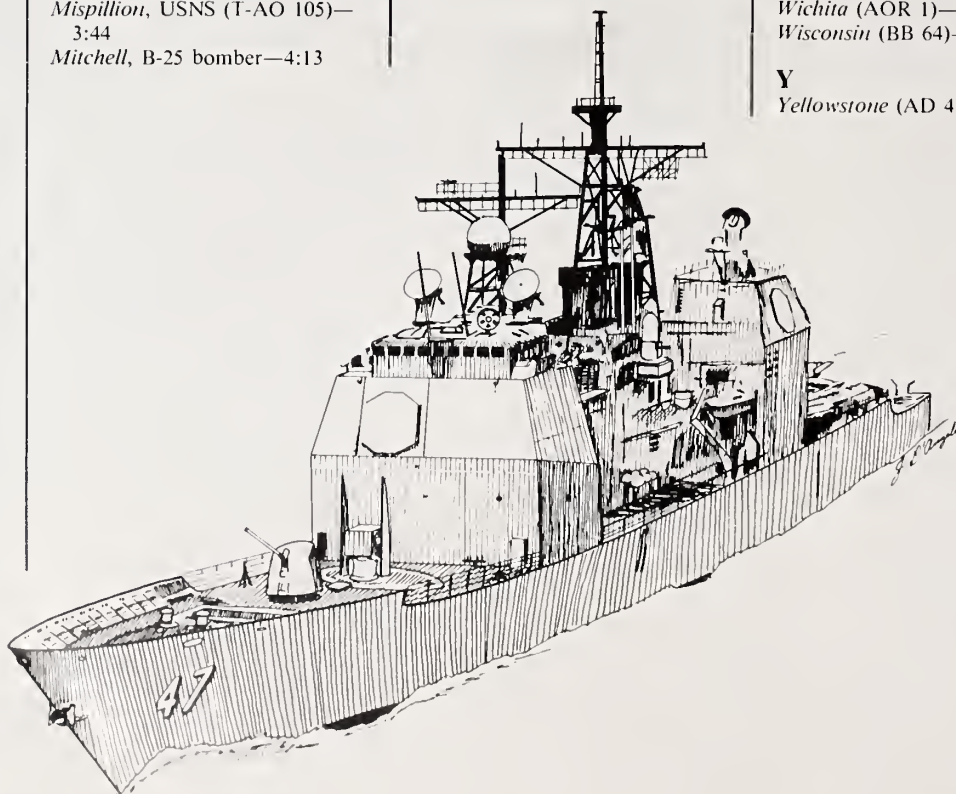
VQ 2—5:43  
 VR 58—10:26  
*Vinson, Carl* (CVN 70)—6:35;  
 9:27

**W**

*Waterford* (ARD 5)—3:48  
*White Plains* (AFS 4)—1/2:22;  
 4:1B  
*Wichita* (AOR 1)—8:46  
*Wisconsin* (BB 64)—11:24

**Y**

*Yellowstone* (AD 41)—7:5; 9:39





# NAVY NEWS THIS WEEK

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**Sweeping for Mines • See page 24**



# ALL HANDS

MARCH 1985

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  - Navy Singles
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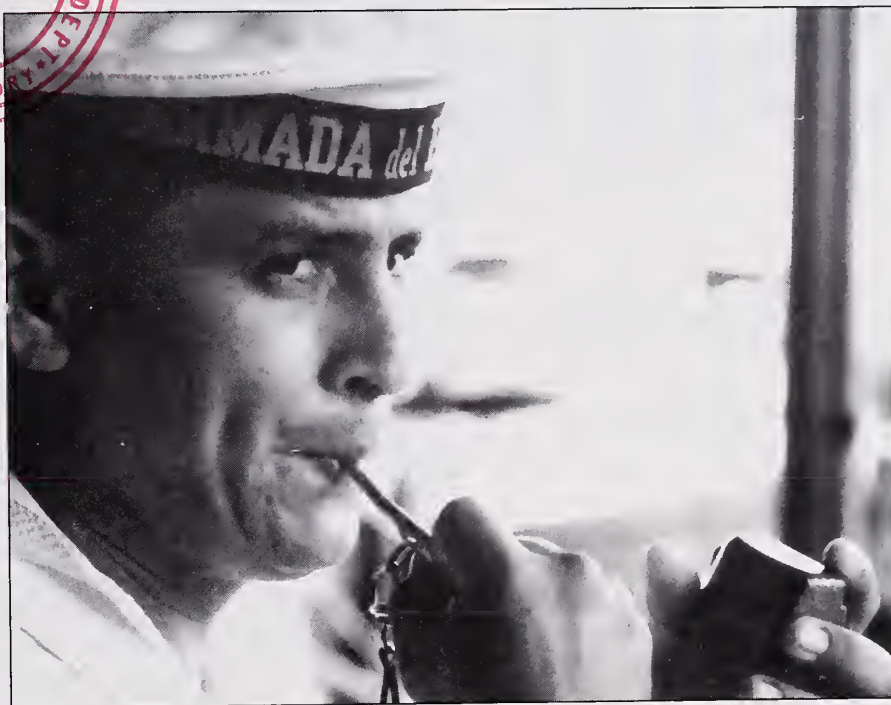
# ALL HANDS

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## Covers

**Front:** USS *MacDonough* (DDG 39), foreground, and USS *Talbot* (FFG 4) in the Chilean inland waterway on their way to UNITAS XXV exercises. Photo by PH2 Don Koralewski.  
**Back:** USS *Scamp* (SSN 588) pulls into Roosevelt Roads, P.R., at the start of UNITAS XXV. Photo by JO1(SS) Pete Sundberg.

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## Singles

They face challenge, adventure

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# Singles

## They face a world of challenge and adventure

It's a world of challenge and adventure, silhouetted against a somber backdrop of loneliness. It's a world of frustration, counterbalanced by growth and achievement.

It's the world of single people in the Navy.

Thought of a single sailor's lifestyle conjures up images of travel to exotic lands. But are single sailors as footloose and fancy free as people imagine? Is there a more sobering side to their lives?

The Navy has more than 290,000 single people in its ranks—50 percent of its active duty population. Most are young. Most are enlisted. Most are male. For them, Navy life is a bitter sweet experience.

"Because we're single, everybody thinks we're out here having a great time," said Seaman Edward Nichols, NS Norfolk. "A lot of our problems haven't even been brought to anyone's attention."

And so it may seem.

The Navy has begun to solve many problems faced by families. Are the problems of the single sailors that much different?

Retention surveys indicate that, while there are differences, there also are several

striking similarities. Primary reasons married and single people re-enlist include a desire for more skills and training, a chance to apply knowledge and skills already developed, job security and a chance to serve their country.

Single and married sailors also share some of the same reasons for leaving the Navy: family separation and geographic instability.

These are not the expected responses from "footloose and fancy free" single sailors. Other problems they face are less tangible, are difficult to resolve, and have gained little attention.

"It's really ironic. We're preaching that families are an underdeveloped aspect of the Navy system. In reality, I think it's the single service member who is probably least served," said Jon Parry, senior social worker, Navy Family Services Center, Norfolk.

"Chaplains on ships have told me that we (the Navy) aren't doing well in speaking to the needs of the single guy. To be frank, remedies are going to be hard to find."

The Navy has done little research on its single sailors. Even in the civilian world,

it wasn't until recent years that the single population stirred interest in sociological circles.

Statistics offer some insight about single sailors. Most are 22 or younger, live aboard ship and are on duty 60 to 70 hours a week. The distance between where they live and work usually can be measured in a few hundred feet. While married sailors break from Navy routine when they go home to their families, single sailors don't have that luxury.

"Because single people live and work in the same place, their world often is confined to the ship or the area enclosed







by the fence around the base," said Parry.

These limits, whether real or perceived, make Navy life a double-edged experience for many single sailors.

The positive aspects of their occupation are clear: travel, education and training. Still, single sailors complain that they are the first to be called on to work late, have little privacy, and get little help from their commands if their problems aren't career-related.

Complaints vary among individuals and commands. Some are justified, many are not. Some similarities, arising from loneliness and boredom, strike a common chord

throughout the Navy's single population.

"I did quite a bit of partying when I first came in, and I still do a lot," said Quartermaster 3rd Class Robert Houston, USS *Mount Whitney* (LCC 20). "I think it's a part of growing up and getting used to the Navy lifestyle. You're a long way from home, you're on your own, and you're lonely."

But loneliness is rarely accepted as a legitimate problem. Sociologist Robert S. Weiss, in a book on loneliness, wrote, "Those who are not at the moment lonely will have little empathy for those who are. They are likely to respond to those who

are currently lonely with absence of understanding and perhaps irritation."

Single sailors who complain of loneliness are advised to be more outgoing, to meet people and become a part of things. Those giving such advice fail to realize that loneliness is more than a desire for company—it's a need for a relationship, the closeness of a deep friendship. Establishing relationships isn't always easy.

"A single person in the civilian community is closer to people. In the Navy, you know people are always coming and going," said Lt. Cmdr. Margaret Bond, a single parent in Norfolk. "I like to have good, close friendships. At the same time, I don't like them because I know those people eventually will transfer, and I may never see them again. That hurts."

Forming friendships can be difficult; establishing relationships with the opposite sex can be even more of a problem. The Navy environment is the first stumbling block. Of the 569,301 people in the Navy, less than 50,000 are women.

"Single sailors are people who are extremely single because of lack of access to people of the opposite sex," said Peter Stein, sociologist and author of "Single Life."

"Even with port calls, things seem to be limited, more conducive to a quick sexual experience but certainly not anything like intimacy or a relationship."

A large male-female ratio isn't necessarily favorable for women sailors.

"Single women in the military don't get treated with as much respect as civilian women," said Mess Management Specialist 3rd Class Meichelle Bridges, NS Norfolk. "People automatically assume that we're either loose or that we like other women."

The logical recourse for the single sailor is to get more involved with members of the community, to venture beyond the confines of a ship or station. But while social attitudes toward the military have changed dramatically in recent years, mingling with civilian communities can

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*“...he’s got a wife and kid waiting for him. All I have is a bag of dirty laundry.”*

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still be tough.

“There’s a concept in sociology called master status,” said Stein. “What that says is that some part of a person’s identity overrides all other parts of that identity—like a handicapped person in a wheelchair.

“He may be a wonderful musician and have a terrific sense of humor, but people tend to relate to him in terms of his handicap,” he explained. “I wonder if some of that doesn’t go on for Navy people.

“The uniform, if it’s worn, is a tip-off. People may tend to react to a sailor, not for who he is but for that one part of his identity. I think that makes things more difficult. People know that he’s probably only there for a certain period of time,” he said.

But it’s not just the uniform that sometimes hampers the single sailor in the civilian community. Sailors can think themselves right out of community involvement.

“Psychological barriers work two ways,” said Stein. “If someone is nervous or scared and thinks ‘they won’t accept me,’ he might not make an effort. In most cases, it takes an effort whether a person is in the Navy or not. If he wants to be accepted, he has to work at it.” However, there is more to single life in the Navy than a state of mind.

“Guys on shore duty are in a better position to live a single life similar to that of singles in the civilian community,” said Parry. “Sailors who deploy don’t have time to learn anything about their home ports.”

Age, experience and income also are

distinct advantages for the single sailor.

Thirty-one percent of Navy officers are single, and they appear to handle single life better than their enlisted counterparts. Reasons for this are varied. Officers make more money, the officer community has a more tightly knit social circle, and single officers enter the Navy at a later age with more education and experience. Still, there are certain pressures on the single officer.

“There is a lot of pressure on junior officers to get married—it’s the thing to do. People seem to think that if you’re married you take on more responsibilities and become more productive,” said an ensign aboard *Mount Whitney*.

Problems faced by the average single sailor—loneliness and boredom—are considered by many to be the business of the individual and not within the Navy’s realm of concern.

“A lot of it is a part of growing up, but that doesn’t mean the Navy can’t play a role in it. If they’re growing up in the Navy, then the Navy should play a role. People are people, whether they are single or married,” said Dr. Anne O’Keefe, director of the Navy’s family support program.

For most people, the family is the major source of moral support. But even when in home port, single sailors are often hundreds, sometimes thousands of miles from that support. Calls home and occasional visits are not enough to fill the void.

“When you get underway for a long cruise, you start to miss your home port,

and you’re always talking about coming back. Then you ask yourself, ‘What am I going back to?’” said Houston. “Of course, when I get overseas I can have more fun than a married guy; but when we get back home, he’s got a wife and kid waiting for him. All I have is a bag of dirty laundry.”

In an era when port calls appear to be a vanishing luxury, the need for family support takes on new importance. USS *John F. Kennedy*’s (CV 67) battle group recently finished a deployment with 227 days at sea and 15 days in port.

“I recently got involved with someone, and it looks like it’s getting serious enough to start talking marriage,” said Intelligence Specialist 1st Class Millard Cowart, *Mount Whitney*. “On our most recent cruise, I noticed a difference in myself. I had somebody waiting, and it made it a lot easier. Before, there was nothing to look forward to.”

Professionals in the Navy’s human resources field see certain inherent characteristics of Navy life that make things more difficult for the single sailor.

“Married people have a support system to take up their time and interests. Single





people don't have that," said Eleanor Cook, training programs specialist with the substance abuse division, Naval Military Personnel Command, Washington, D.C. "Without the Navy becoming 'Big Brother,' we have to recognize that we have to offer single people something to do other than go sit in a bar. We have to look down every avenue.

"Not everyone likes to go out and play basketball. Not everyone likes to go to the hobby shop and fix up old cars. We have to find out what these single people really want to do, then work on programs to help them achieve that."

Many single sailors find themselves stymied when searching for substitutes to family support. The Navy is working to improve shipboard habitability, but even the largest ships in the fleet can accommodate only limited forms of recreation.

"I was a lot more outgoing as a civilian," said Personnelman 3rd Class Stephen Burke, USS *Yellowstone* (AD 41). "Being in the Navy is like going to a strange land. You work and live on the ship, and there's nothing to do. Every now and then you have to blow off some steam."

Some single sailors find creative ways to "blow off steam." They use base and shipboard recreational facilities and educational programs. Others find less productive outlets.

"Single life in the Navy has its unique ups and downs," said Senior Chief Mess Management Specialist Mike Wagner who works at NMPC. "I was one of the guys who went out, played the role of the stereotype sailor, and found it hard to function the next day. A lot of it is just growing up and adjusting to the military life after being under the parents' wings for 18 years. It's a big cultural shock."

According to Master Chief Machinist's Mate James J. Hoyt, command master chief, NS Norfolk, 85 percent of the single people he has seen at Captain's Mast are there as a result of substance abuse. "We have to get our young sailors away from the preconceived notions they have of how a sailor is supposed to operate," he said.

His concerns are justified. Single sailors are the most likely to develop a substance abuse problem.

"While it would not be correct to say that we are focusing more of our attempts at reaching zero tolerance at the junior

enlisted, we are certainly aware that they are the greatest at-risk population. Therefore, our prevention needs to start with them," said Cook. "We require a lot from our people, regardless of their age or marital status. There aren't many people out there in 'civlant' who deploy for six months at a time. That's Navy-unique."

But the concerns of single sailors are not limited to loneliness, boredom and substance abuse. Many sailors join the Navy in search of self-identity and individuality. They view the Navy as an opportunity to take more control of their lives.

"I came in the Navy right after high school," said Yeoman 3rd Class Lisa Puhl, *Yellowstone*. "Now, I have the freedom to choose my own friends and control my own life. If I make a bad decision, it's my own responsibility."

However, some single sailors are not prepared for certain responsibilities—like financial management.

"A lot of people think that because you're single and you don't have to hold down a household and support a family, that you've got all the money in the world to spend. There usually is not that much concern for single people as far as their finances go," said Barbara Kellar, family financial educator, Navy Family Service Center, Norfolk.

"For many of our junior people, it's often their first time away from home and their first time with a secure paycheck. They don't have much experience or training in how to manage that money."

Some single sailors who receive hefty re-enlistment bonuses are left with very little to show for it. Other young sailors, lured by signs that read "we finance everyone. E-I and up," find themselves burdened with high-interest loans on cars, stereos and other nice-to-have items.

"The state of Virginia recently lifted

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## *“The Navy is a stressful environment for a young person.... It’s a matter of showing them that we care.”*

---

the ceiling on interest rates on loans,” said Kellar. “Interest rates in the (Norfolk) area are ranging from 10 to 42 percent. This often is where the young single service member will get his first introduction to credit.”

High interest rates aren’t always in the civilian community. Young sailors sometimes fall victim to shipmates operating illegal slush funds—some with lending rates of 50 percent or more.

The Navy makes an effort to help single as well as married sailors avoid these pitfalls. According to Parry, one shipboard command developed a bachelors’ seminar which covered setting up a household ashore, getting married or staying single, and financial management.

“We don’t hold bachelors’ seminars on a regular basis, but we can do it if a command requests it,” said Kellar. “We let commands know that this is something we can do for them.”

The Navy is doing a lot more for the single service member, but many single sailors are unaware of the special Navy programs available to them.

“I work part time at the petty officers club, which is a great lesson in human relations,” said Wagner. “A lot of young singles hang out at the club. They think there’s nothing else to do. I don’t think anyone has told them what they can do. Many times, when they check into a command, they have time for a five-minute indoctrination on special services and what it offers, and that’s about it.”

Sometimes, the word “family” gives

some sailors the impression that many programs are for married sailors and families exclusively. In the Navy, “family” means everyone, married and single.

“Single people seem to be attracted to activities that are clearly for them,” explained Stein. “If single people see programs listed for the whole family, they may not show up.”

Ten years ago, 48 percent of enlisted people were married. Today that figure stands at 53 percent. This change in the Navy’s makeup resulted in more family-oriented programs. In placing so much emphasis on family services, however, has the Navy overlooked the single sailor?

“I don’t think singles have fallen through the cracks. I think it’s a pendulum that’s been swinging back and forth,” said A.R. Shannon, morale welfare and recreation director, NS Rota, Spain. “Several years ago, a lot of our young enlisteds were bailing out of the Navy. We made a concerted effort and brought retention up and kept those sailors in.”

“Then there was a time when our married career-designated people were getting out, so we targeted our marketing to the married clientele. I think the pendulum is swinging back the other way. What we’re trying to do is get the most from our resources. We only have limited funds; therefore, we go to the market that we need to help the most,” Shannon said.

The concept of target marketing is growing in the Navy. Recreation programs are designed to benefit all Navy members, but there is a growing realiza-

tion that blanket coverage isn’t very effective. NS Rota, with Vanguard, and NAS Brunswick, Maine, with Recreation Reach Out, have launched recreation programs designed to reach single sailors.

“Brunswick did a survey to see if we were getting across to these guys. For two years we thought we were putting out some great programs. As it turned out, the single sailors didn’t know those things were happening,” said Margery Gruber, morale welfare and recreation director, NAS Brunswick.

“You just can’t make assumptions about young sailors,” said Gruber. “You can’t say that because they’re single they’re going to like this or that. When you start talking to single sailors directly, then you get people involved.”







Now, activities such as skiing, canoeing, white-water rafting, scuba diving and classes in karate are offered. Organized sightseeing tours of local areas, shopping trips and social activities offer single people solutions to transportation problems.

Rota's Vanguard program is similar. "Some of our tours are nothing more than going to a local shopping center or to a local store," said Shannon. "We provide transportation and let these people do whatever they want there. This shows we are addressing the single sailor as a separate group. In the beginning of our program, we had some concern from people who thought we were coddling this group. We explained that we're developing something that could benefit the entire base."

"Spill-over" benefits of Rota's Van-

guard program include extended hours of operation at the base gymnasium and recreation center and revised hours of operation for the base theater, making all more available to everyone.

Even so, such programs are simply a matter of economics.

"Resources, meaning money, are so hard to get that we can't target programs toward single people only," said NMPC's Cook. "Programs that are being developed hopefully will have appeal across the board for single and married people."

Even with limited resources, commanding officers are directing more attention toward their unmarried sailors.

"The Navy is a stressful environment for a young person. Our C.O. has made it very clear that one of the primary areas

of concern is meeting the needs of our young single people. It's a matter of showing them that we care," said Cmdr. Michael D. Halley, a NS Norfolk chaplain.

The Navy is taking an active look at single sailors, and at solutions to some of their needs and problems. Single sailors also are helping themselves. Most are where they want to be, doing what they want to do and making the best of it.

"Things are pretty good because we make it that way. We have to," said Photographer's Mate 2nd Class Glen Pinto, Mount Whitney. "We make the best of what we have. We just don't let things overwhelm us." □

—Story by JO1(SW) E. Foster-Simeon

—Photos by PH2 Perry Thorsvik

# Coping as a single parent

Story by Lt. W.T. Campbell Jr.  
Photos by PH3 Terri McCabe



For thousands of single parents, managing a family is a matter of day-to-day survival.

Most must adopt a new lifestyle to work around tight schedules that leave them little time to spend with their families.

For Aviation Machinist's Mate 1st Class Thomas Matthews, Attack Squadron 122, NAS Lemoore, Calif., becoming a single parent meant a lot of changes.

Cooking, cleaning house and dressing young girls for school were new experiences for the divorced man who lives on base with his three children—Ava, 10; Anna, 6; and George, 4.

"I think I've learned to adapt," said Matthews. "I depend a lot on Ava, the oldest, to help out. When their mother is unable to come over and lend a hand, Ava sees that she and Anna get to school. But I still have to get George ready for the babysitter.

"Buying clothes for the girls was interesting," said Matthews. "They're a lot

**AD1 Thomas Matthews with Ava, Anna and George. "The hardest part is trying to explain to the kids why their mother doesn't live here anymore."**



**AD1 Danny White with Carey and Jason.**  
 "I sense a lot of trauma with them from being separated from one parent so much."

different from boys, more than most people might realize."

Matthews also has to deal with the separation.

"The hardest part is trying to explain to the kids why their mother doesn't live here anymore. It's been especially hard with George; he keeps asking about her. I know they all miss her love and affection, and the girls miss the 'girl talk' they could be sharing," he said.

"There is some conflict. School starts at 8:30 for the kids, and I have to be at work at 7. My department has been understanding when I have to take time off to handle emergencies and the like," he said.

Matthews has not faced a household move since the divorce.

"When I do have to go, I hope to get orders to a shore base in, say, Japan—or anywhere that I can keep my kids," he said. "That's my first priority."

\* \* \*

Keeping his children with him is also the first priority for Aviation Machinist's Mate 1st Class Danny White, who said that sending his children away for periodic visits with their mother is the hardest thing for him.

"Invariably, I have to take time off to take them to Nevada, because their mother can't come to get them. It's hard to justify doing that very often," he said.

It's not the expense, or the time off that White finds difficult; it's the separation. There also is the fear that his ex-wife might gain custody of his two children, Jason, 7, and Carey, 6, should she remarry.

"I'm not sure I could handle that," he said.

White is from a close-knit family of seven brothers and sisters, and they maintain constant contact. "I'm a family man



all the way," he said.

Like Matthews, White gets up early to get his family going—4:30 a.m.

"I've got to get up early because I live in Hanford (Calif.)," said White. "The kids go to school on base, so they ride with me. That's as far as the convenience goes. They have to be awakened, dressed and fed. That's a chore any way you look at it."

White has a little help from his girlfriend, Kim.

"More than a little help," he said. "I depend on Kim for so much. She gets along with the kids great."

Because Kim helps him out, the greatest problems White faces are the emotional problems experienced by his children.

"I sense a lot of trauma with them from being separated from one parent so much," he said. "They like to talk about their

mom a lot. Discipline is a problem, too. After they've visited their mother for a while, they become different. Their rules of conduct aren't the same, and I have to teach them again."

\* \* \*

While White is coping with raising young children on his own, another member of VA 122, Airman Barbara Holmes, is dealing with a more serious problem.

"My son, Shawn, is still an infant. I don't have anyone to take care of him if he's sick and needs to go to the doctor.

"It's been hard, especially with finances the way they are. An airman's salary just isn't enough to handle everything that comes up—\$25 a week in babysitting costs, a crib, highchair, playpen, and the list goes on," she said.

Holmes is not receiving outside support for her child.

AN Barbara Holmes with Shawn. "It's been hard, especially with finances....I'm considered too well off for (state) assistance."

"I've tried to get help from the state, but my pay records show I receive BAQ and VHA, and I'm considered too well off for assistance. If I could get base housing, however, they'd remove the BAQ/VHA clause and I'd be entitled to aid," she said.

The hangup?

"I'm only an airman," said Holmes. "You have to be an E-4 or above to get base housing."

Holmes is appealing to higher authority to waive the minimum rate. In the meantime, she must rent an apartment in Hanford, thereby increasing her expenses for utilities and transportation.

"If it weren't for some extra money I get from my ex-husband and my mother, I probably wouldn't be able to make it at all," she said.

Holmes said she has to juggle responsibilities between work and her child. "He recently had an ear infection, and I had to take him to the hospital three times because of it. Thankfully, the hospital visits were all at night. I'm not sure what I'd have done—how I'd have gotten time off—if it had been during the day," she said.

Despite Holmes' financial difficulties, there is no hint that she regrets her decision to keep her baby. Her financial problems are temporary, she said, and she has more concern for the future.

"I worry that I'll have problems explaining to him where his father is. He already is crawling around saying 'Da-Da,' looking for his father.

"What if he wants to play sports when he gets older? Who's going to tell him the things a father should tell his son? That's what I worry about."

Dating, too, has been difficult for Holmes.



"How can I date?" she asked. "It's not fair to him (my son) to have to stay with a babysitter all day and then again if I want to go out. I've put conditions on my dating. If I go out with someone, my son goes too.

"The way I feel about it, any guy who doesn't think enough of my son to include him on our date doesn't think enough of me."

\* \* \*

Aircrew Survival Equipmentman 3rd Class Lori Christensen-Hickey enjoys a

little time away from her three children, even if it means some extra time for them with a babysitter.

"I'm not only a mother, I'm a person. I need a little time to myself. Besides, I'm afraid if I devoted all my time to the kids, I'd start to resent them. I love them too much to chance that ever happening."

Unlike the other three, who have experienced initial problems coping with single parenthood, Christensen-Hickey regards her situation as a continuation of her married life.



"My husband wasn't around that much anyway," she said. "There really isn't much difference. He sends me some support money, and I'm frugal, so expenses aren't really a problem."

Having three children—Allyson, 5, Beverly, 3, and Cynthia, born last October—all to herself is no problem either.

"I've always thought it was kind of special having them to myself," she said.

In fact, the only problem Christensen-Hickey admits is finding good child-care services.

"I work an off shift, so I've got to find someone who is permanent, reliable and off base. That's more expensive, of course, but I'm more than willing to pay the price," she said.

Despite working odd shifts, Christensen-Hickey doesn't feel her military responsibilities interfere with her family life.

"I came into the Navy with my eyes open," she said. "I knew what I was doing when I decided to have children. Things like this are problems only if you let them become problems. I just roll with the punches. If I really get into a bind, I have a lot of friends I can depend on."

"My only regret is that I don't have a shoulder to lean on once in a while, and sometimes I need that. It does get lonely," she said.

\* \* \*

How do they really cope?

Matthews said, "It's the kids themselves that keep me sane—just seeing them smile. That, and a little bit of belief in the good Lord."

White relies on his girlfriend, Kim.

"I owe her at least 75 percent of the credit for getting me and the kids through. If it weren't for her, I don't think I'd have made it some days. She's given me total support."

**PR3** Lori Christensen-Hickey with Allyson and Beverly. "I've always thought it was kind of special having them (the children) to myself."

Holmes has a lot of support, too, from the group LADS—Life After Divorce and Separation—which meets weekly.

"I meet with people who have similar problems, and we give each other support. It helps relieve the frustrations so I don't take them out on my son. I feel a lot more calm and secure knowing I have someone to turn to."

For Christensen-Hickey, there's jogging.

"Hard exercise is a great counterbalance to stress," she said. "And, of course,

I've got a support group of my own—all the friends I've been able to depend on. It's as if they've always been there, always helping."

These parents have found ways to cope with their single parenthood and enjoy their children. It's a difficult lifestyle, but one they wouldn't change for an easier one. □

*—Campbell is public affairs officer for VA 122, NAS Lemoore, Calif., McCabe is temporarily assigned to the NAS Lemoore public affairs office.*





# Tanaga Island cleanup

The blast blew a crater 20 feet deep by 40 feet wide on the small Aleutian Island of Tanaga. It was the larger of two explosions set by Explosive Ordnance Disposal Group 1, U.S. Naval Station, Adak, Alaska. The group teamed up with the Coast Guard recently to destroy more than 35,000 rounds of unexploded ordnance.

Destroying the ammunition on uninhabited Tanaga, one of nearly 70 Aleutian Islands that extend westward from Alaska into the Bering Sea, has not had a high priority in the past. But Capt. G.R. Allender, commanding officer of NS Adak, didn't want visitors to the island injured by unexploded ordnance.

The Coast Guard cutter *Storis* (WMEC 38) transported the EOD team and its 6,000

pounds of explosives to Tanaga to detonate the World War II ordnance. Lt.j.g. Steve Dehart, officer in charge of EOD 1, said it is standard procedure to use explosives to destroy large quantities of ammunition.

Fourteen *Storis* crewmen helped the four-man disposal team carry the explosives nearly a mile inland to the two ordnance dump sites. More than 80 trips were made by the men through the muddy Tanaga tundra. Each man carried a 50-pound backpack of explosives.

The first site detonated contained about 2,000 pounds of explosives. The explosion sent a shock wave across the tundra, followed by a shower of fragments from the ammunition. EOD 1 examined the

blast site and found a crater 8 feet deep and 20 feet wide. All the ammunition had been destroyed.

EOD 1 watched the second blast from almost a mile away. The detonation sent off a huge plume of black smoke; white flares and red tracers spiraled into the air. A shock wave pushed tall tundra grass flat against the ground. When the blast was over, the ammunition was gone.

Remnants of World War II ordnance are scattered throughout the Aleutian Islands. According to Dehart, as the Aleutians become more populated, it's likely that EOD units will be used to clear the dangerous ammunition. □

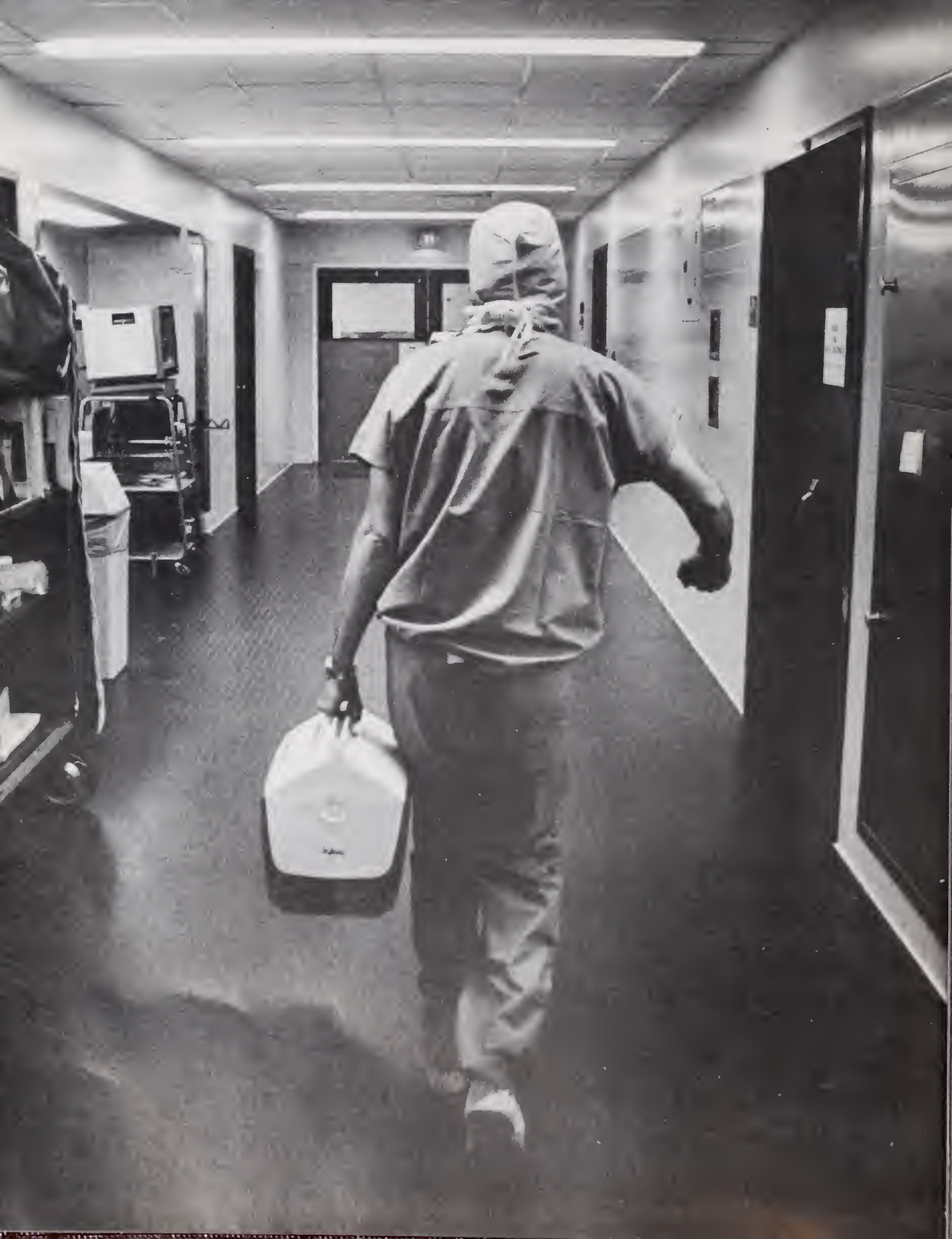
—Photos by PH1 Lon Lauber, NS Adak







Opposite page: C-4 charges are placed on top of a World War II ordnance site. Clockwise from left: Two thousand pounds of ordnance and explosives erupt. Ordnance is prepared for another site. EOD 1 team members take cover during the second blast.





# Tissue bank saves lives

Story and photos by PH2 Jesus Diaz

An accidental death can shatter the dreams of a young couple spending their lives together; it can tear families and friends apart with grief, and it can leave an empty hole in the lives of those who survive. Too often, it seems nothing positive can come from such a tragic situation. But sometimes, death can give life.

One such life-giving procedure for West Coast-based military people begins at the Balboa Naval Hospital, San Diego, tissue

bank. There, four transplant technicians gather skin, bone and other tissue from donors and work closely with civilian hospitals to recover organs for transplanting.

But the demand for tissue rapidly exhausts the supply. "We need to build a big store of tissue," said Cmdr. Michael Clark, medical director at the San Diego Naval Hospital and one of the Navy's four forensic pathologists. "If we have a natural disaster, a bad accident on a shore

station or ship, or get into another conflict, we're going to need a lot of tissue. We need every donor we can get."

Of the 125 military deaths in San Diego in 1982, 60 to 70 percent resulted in potential donors. Thirty-nine people benefited from just nine of those who were donors.

"At times, there's nothing we can do about people dying," said Hospital Corpsman 2nd Class Dave Campagnari, a transplant technician. "But the thing about the tissue bank is, when one person's life is over, their organs and tissue can be used and (potentially) can help 100 people."

When tissue is not available, synthetic materials such as plastic are used in reconstructive bone surgery. Medicated gauze temporarily replaces the skin of burn victims, but synthetics can pose a problem. Sometimes a patient's bones will not respond to a plastic substitute, and gauze is rejected much sooner than human skin tissue.

"A biological dressing (human tissue), unlike a synthetic dressing, will clean the



Doctors pack a heart in saline solution (left) and then rush it to an ambulance (far left).





**Kidney recipient Rosevilla Bautista with her husband, AKC Rolando Bautista, and daughter, Abigail. She received her transplant in April 1982.**

wound, reduce bacterial count and organize underlying blood vessels," said Dr. Peter W. Sovalle, chief resident of trauma service at Balboa. "It is also less painful to the patient since biologic dressings are changed less often than synthetic."

The concept of storing tissue was first practiced in 1949 at the Naval Medical Center, Bethesda, Md. The bank was designed to supply allografts (skin) for the treatment of war-related injuries.

Over the past 30 years, the Navy has collected and distributed more than 40,000 tissue samples to military and civilian surgeons throughout the United States. The technique of freeze-drying skin began at

Bethesda, and other tissues such as long bone segments, cartilage, facial bone, and ligaments also were first obtained by the Navy for repair of severe injuries.

The Navy's second tissue bank was started at Balboa in 1969 for the treatment of Vietnam casualties. It operated successfully until 1976, when all specialized staff members transferred or returned to civilian jobs following their wartime reserve duty.

The present staff has played an important role in reviving Balboa's tissue bank program. They have better budget support and jurisdiction over San Diego-area active duty military deaths. Additionally, they are educating sailors on the benefits of the donor program.

The Navy tissue bank was actively involved in the formation of the American Association of Tissue Banks which over-

sees the rapidly increasing number of civilian tissue banks across the United States. This group has grown from 10 such facilities in the 1950s to 120 at the present time. This is in response to the increased success of organ transplantation. According to Julie Hall, kidney transplant coordinator at the University of California, San Diego, transplantation has come a long way in the last two years. With the introduction of cyclosporin A, a drug that counters rejection, and increased knowledge of the body's immune system, the rejection of transplanted organs is declining.

"Now, heart and liver patients are showing 75 percent success in one year, and 50 percent of Stanford University's heart patients are still alive after five years," Hall said.

Much of this growth in tissue banking



Clockwise from below: Doctors check and clean a heart taken from a military donor. Storage area for useable freeze-dried tissue at Balboa Naval Hospital tissue bank is nearly empty due to lack of donors. A 57-year-old dialysis treatment patient awaits a donor.



has its roots in the Navy facilities. The directors of the major tissue banks either served on active duty at the Navy banks or were trained there.

Storing tissue for wartime use and keeping up with everyday medical needs is impossible without donors, and donors are possible only if they understand that their deaths or the death of a loved one can have a positive effect on the lives of many others.

"Unless you think of someone else," Hall said, "help is not going to be there for you and your family when you need it." □

*Diaz is a photojournalist with FltAVComPac, San Diego.*

# UNITAS: Our 25





# years of solidarity

Story by PH2 Don Koralewski

"Under way, shift colors," are words heard around the world as U.S. Navy ships set sail.

In October 1984, as five U.S. Navy ships left ports in Brazil, those words marked the end of UNITAS XXV, the 25th year of joint exercises between U.S. and South American countries.

Under operational command of U.S. Navy Rear Adm. Clinton W. Taylor, commander South Atlantic Force, U.S. Atlantic Fleet, headquartered at Roosevelt Roads, Puerto Rico, participating U.S. forces worked with their South American counterparts in surface, anti-air and anti-submarine warfare as well as amphibious assaults.

"In our silver anniversary year of UNITAS, we emphasized multilateral exercises," Taylor said. "In past years the exercises were primarily bilateral where U.S. forces worked with one country at a

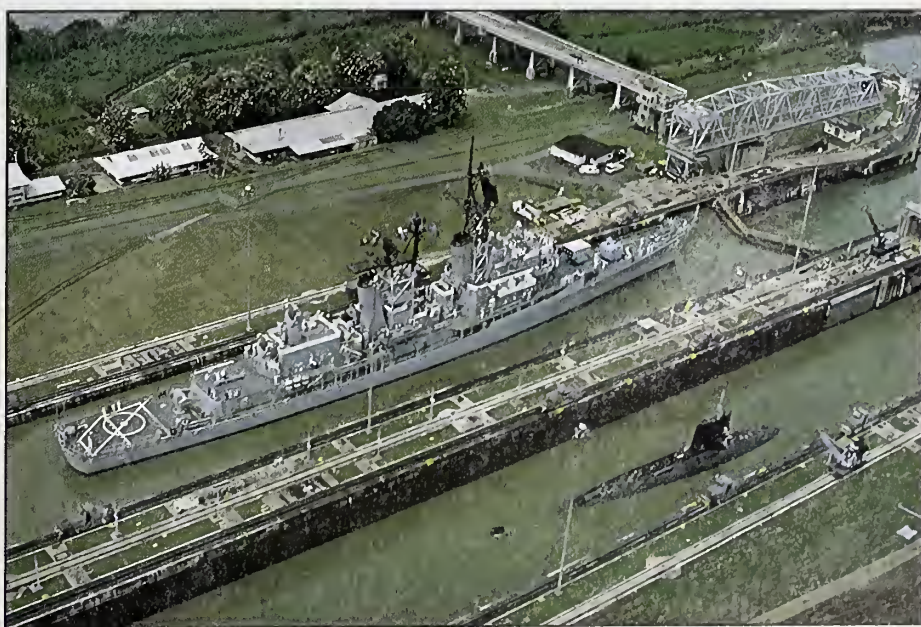
time while circumnavigating around South America."

During operations, which began at Roosevelt Roads, naval units of Chile, Colombia, Ecuador, Paraguay, Peru, the United States, and Venezuela developed mutual tactics employing different combat systems at sea with different types of ships. Also participating in the joint exercises were Brazil and Uruguay.

More than 2,000 U.S. military members from all branches of the armed forces and 12,000 South American service members participated in UNITAS XXV.

Army and Air Force units from the U.S.

**Left: An Ecuadorian sailor aboard the corvette Esmeraldas (CM 11). Photo by PH2 Don Koralewski. Below: Thorn and Scamp transit westward through the Panama Canal to the Pacific Ocean. Photo by PH2 Phil Wiggins.**





# UNITAS

Southern Command in Panama provided fixed wing and helicopter support during early phases of UNITAS.

A Coast Guard detachment worked with South American Coast Guards in search and rescue operations and conducted symposia in pollution control and the interdiction of contraband.

U.S. Navy ships that participated were the *Spruance*-class destroyer USS *Thorn* (DD 988), UNITAS flagship; guided missile destroyer USS *MacDonough* (DDG 39); guided missile frigate USS *Talbot* (FFG 4); amphibious tank landing ship USS *Fairfax County* (LST 1193); and two Atlantic Fleet submarines, USS *Scamp* (SSN 588) and USS *Snook* (SSN 592).

A Marine detachment from the 2nd Marine Division, Camp LeJeune, N.C., embarked aboard *Fairfax County*, worked with South American Marines in jungle warfare, amphibious assault landings, cold weather training and weapons firing. Spe-

cial Warfare Team 2, based at Norfolk, also was embarked aboard *Fairfax County*.

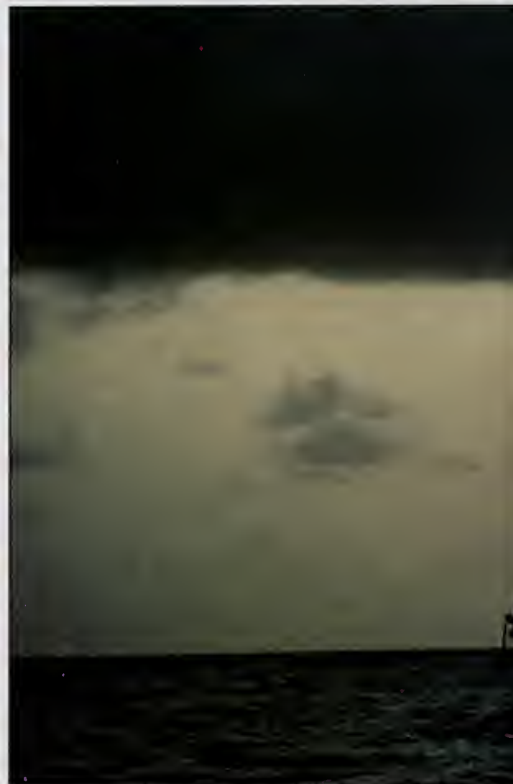
Other Navy units taking part were Patrol Squadron 8, based in Brunswick, Maine; a detachment of Helicopter Anti-submarine Squadron Light 32, and a drone detachment from Fleet Composite Squadron 6, both from Norfolk; a transport aircraft from Fleet Logistics Support Squadron 46, based in NAS Atlanta, Marietta, Ga.

During the early phases of UNITAS XXV, the newly recommissioned battle-

ship USS *Iowa* (BB 61), homeported in Norfolk, sailed with the multinational task force.

Off the coast of Colombia the battleship put on a firepower demonstration. Firing

Right: U.S. Marines transport Ecuadorian Marines to and from beach landings. Photo by PH3 John Fox. Upper right: A Colombian Marine during an amphibious/jungle assault. Photo by PH2 Don Koralewski. Below: Ecuadorian sea cadets aboard *Talbot*. Photo by PH2 Don Koralewski.





each gun individually—first the 5 inch, then the 16 inch, and finally a full broadside salvo—Iowa temporarily crushed the silence of the southern Caribbean.

The amphibious operation on Vieques

Island marked a first of its kind for UNITAS exercises. Marines from three South American nations—Venezuela, Colombia and Peru—worked together as an assault force. On the island, U.S. Marines acted

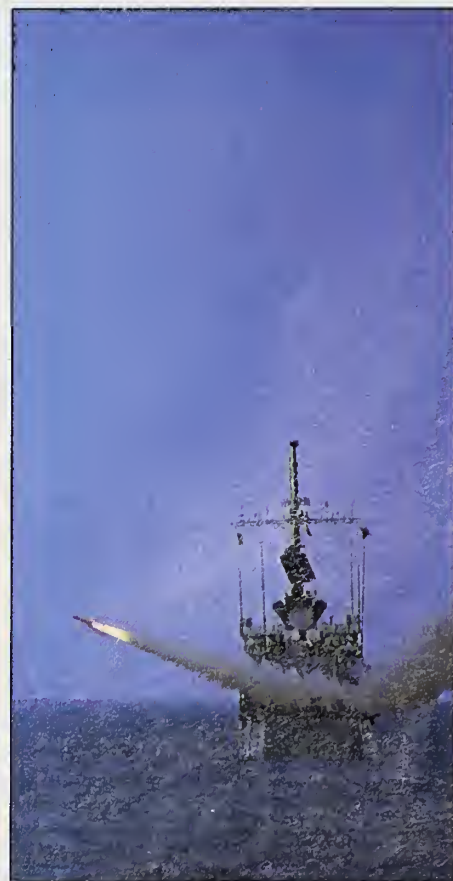
as the defending force.

Throughout the deployment came port visits and the music of UNITAS. It ranged from traditional South American folk songs and national anthems to popular North American tunes from Michael Jackson, Lionel Richie and Billy Joel as presented by “La Banda UNITAS,” the 15-man Navy show band from Norfolk.

The band performed for more than 500,000 people in cities, towns, villages and hamlets throughout South America, including isolated areas in the Amazon coastal Atlantic regions.

“No area was untouched by them,” Taylor said. “They did a marvelous job

Left: A landing signalman on a Venezuelan frigate guides in a helicopter. Below left: A U.S. hydrofoil near Vieques Island, P.R. Below: A target drone is launched from Talbot off the Chile coast. Photos by PH2 Phil Wiggins.





of enhancing the image of the United States throughout South America. Through their music they brought an understanding and warmth that touched all levels of South American society. They projected a positive image of UNITAS and our country. Three South American presidents commented to me personally about La Banda UNITAS' performances with wishes to have the band return."

During one of the more than 200 concerts, President Belisario Becantur of Colombia gave a personal note of thanks.

"After completing the Colombian National Anthem the president came up to the bandstand and said he was emotionally touched by the performance of his country's anthem, and wanted to personally thank the band," band leader Chief Petty Officer Mark Hammond said. "It was a

very warm and personal gesture, and very much appreciated by all of us."

Operationally, UNITAS provided a chance for the navies of the Western Hemisphere to work and train together and hone skills that could prove vital in the future.

"UNITAS has evolved into a scheme of exercises involving modern navies with advanced equipment, professional officers and crews working together to establish tactics and doctrine to meet the needs of the 1980s and the future of our hemisphere," Taylor said.



**Below:** Colombian Marines and Colombian special forces meet at Roosevelt Roads, P.R., before an amphibious assault exercise on Vieques Island. Photo by PH2 Don Koralewski. **Above right:** Ecuadorian children on a beach near Manta. Photo by PH2 Phil Wiggins.







"U.S. personnel gain because they are in a constant state of training, enhancing readiness. There is no way a U.S. Navy ship or aircraft can complete these exercises without achieving maximum readiness," he said.

The exercises are professionally and personally rewarding. Service members have the opportunity to meet and work with South Americans as well as become acquainted with South American cultures.

"UNITAS presented me with the biggest challenges I've had in the Navy so far," said Operations Specialist 3rd Class William Endres aboard *Thorn*. "Working

with so many navies made for a pretty massive operations schedule. Keeping all the operations on time and flowing smoothly was a real chore."

"We're not the only capable Navy in the hemisphere," Electronics Warfare Technician 2nd Class Tim Lilly said. "That's the knowledge I came away with from South America."

In all of the countries visited by the U.S. ships of UNITAS XXV, Spanish is the language, except Brazil where the language is Portuguese.

"Without knowing Spanish or Portuguese before the cruise, I did all right,"



Above left: A MacDonough crew member at bat during an inter-Navy game with Colombian sailors. Photo by PH2 Don Koralewski. Above: Morning colors aboard *Thorn*. Photo by PH2 Phil Wiggins. Left: UNITAS sailors help a local community near Manta, Ecuador, upgrade its park. Photo by PH2 Phil Wiggins. Far left: A U.S. and an Ecuadorian Marine take a break under the watchful eye of an Ecuadorian villager. Photo by PH3 John Fox.



said Quartermaster 2nd Class David Hixon aboard *MacDonough*. Problems could be handled with hand signals. And sometimes you'd run into someone who spoke, or understood, English.

"By the end of the cruise, I did pick up some of the language," Hixon said.

The talents of those who spoke Spanish were in demand in official and liberty capacities.

"I loved it," Mess Management Specialist 2nd Class Ediberto Media of *MacDonough* said. "I did a lot of translating for people, and I had a lot of fun.

"Going on liberty, I had an advantage because I spoke the language. It surprised a lot of South Americans, especially when we went on liberty in uniform. I guess they assumed most North Americans could speak only English.

"After speaking to them for a while, all sorts of questions would come up. They wanted to know about the U.S.," he said, "and a lot of them were fascinated about my being Puerto Rican and being in the U.S. Navy."

During port visits, community relations projects, internavy sports and other activities were the order of the day. Tours and symposia played a large part as well as donations of food, medical supplies and money to needy organizations in South America. But there were more personal touches, too.

Volunteers from U.S. ships put in time on restoration projects. In Lima, Peru, crewmen from *Fairfax County* helped paint a kindergarten and primary school. And in Talcahuano, Chile, crewmen of *Thorn* helped restore a church.

A personal touch involved South American children and Ship's Serviceman 1st Class Charles Adams of *Talbot*.

Adams, who sometimes dresses as a clown for children's parties back home in Mayport, Fla., put his talents to work when South American children went on board *Talbot*.

"I'm not sure who got more out of it, me or the children," Adams said. "There was enthusiasm, love and affection in those kids. And it was exchanged on both sides."

When U.S. ships set sail for home, UNITAS XXV was over. The men who participated in the exercises learned about more than ships and equipment—they learned about people. □

*Koralewski is assigned to the public affairs center, Norfolk.*

## UNITAS via the Panama Canal

UNITAS is an annual anti-submarine warfare exercise involving elements of the U.S. Navy and the navies of South America.

The idea behind UNITAS originated in 1959 when Rear Adm. Edward C. Stephen, the first commander, South Atlantic Force, participated in combined exercises that were held on the Pacific and the Atlantic sides of South America.

Formal plans were made for UNITAS at the second Inter-American Naval Conference held in 1960. Adm. Arleigh A. Burke, then chief of naval operations, headed the U.S. delegation. In addition to the United States, nine South American countries were represented by their naval leaders.

Participating in UNITAS exercises is one of the Navy's most challenging deployments. The task force begins in the Caribbean Sea and sails counterclockwise around South America.

Highlights of the exercises include a 50-mile transit through the Panama Canal, traveling the Chilean Inland Waterway, and passage through the Strait of Magellan.



Photo by Marisela Scott-Smith

Naval Station Panama Canal, the last U.S. port the task force visits before circumnavigating South America, is the major U.S. Navy staging point for supplies, cargo and transient personnel. This year, the five U.S. ships participating in UNITAS took on 245,000 pounds of supplies, including 10,000 pounds of Project Handclasp materials—toys, clothing, tools and medical supplies.

Special events in Panama included the second annual UNITAS Cup sports competition and picnic. More than 900 sailors participated in the event which pitted teams from each ship against one another in a variety of sports. USS *Thorn* (DD 988) was the overall winner of the competition.

—Story by Lt.j.g. Katherine Buck

NavSta Panama Canal civilian employees load fresh produce onto a UNITAS ship.



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# Refueling facility opens in Antarctica

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Story and photo by PH1 David B. Loveall



A remote helicopter facility 50 miles from McMurdo Station, Antarctica, was officially opened recently by Naval Support Forces Antarctica.

Despite foul weather, winds, fatigue and lack of water, six Navy Seabees worked 20-hour days for two weeks to complete the project at Marble Point. Sled and bulldozer crews from McMurdo Station trekked across the Ross ice shelf with materials and four prefabricated buildings in a 36-hour, 140-mile journey.

The site will serve as a helicopter fuel stop, an advanced staging area to shuttle supplies to outlying scientific research camps, and an abort site for air crews to wait out storms across the ice shelf.

The facility now has three boxlike heated and electrically powered shelters with a water-making snow melter, a shower, cooking facilities and sleeping quarters for 12 people. □

*Loveall is a photojournalist assigned to FltAVComPac, San Diego.*

**AG3 Al Morse records wind and temperature conditions at Marble Point, Antarctica.**





# Surgery at sea

## Taking care of the 'small boys'

Story and photos by JO2 Lee A. Besco

Another surgery begins aboard the nuclear-powered aircraft carrier USS *Enterprise* (CVN 65) in the Indian Ocean. The deft fingers of the ship's surgeon, Lt. Cmdr. Mitchell Grayson, work furiously.

The operation, performed on a crewman from USS *Samuel Gompers* (AD 37), is routine, just part of the daily work schedule for the battle group's hospital at sea.

"The *Enterprise* medical department can handle most major surgery," said Grayson. "We have a population of approximately 10,000 in the battle group. That's more than many small towns in the United States. That number of people can produce a wide assortment of maladies."

Hospital Corpsman 2nd Class David R. Cobb assists the doctor in surgery. He has attended this type of operation several times and knows exactly what instrument the surgeon will need next.

"At most shore facilities, my job is done by a surgical scrub nurse. We don't have a nurse on this ship, so I get the chance to assist in surgery. That's the best part of my work here," said Cobb, an operating room technician.

The process that landed the crewman on *Enterprise's* operating table began when the patient complained of pain at sick call



Opposite page: HM2 David Cobb (right) prepares a patient aboard *Enterprise* as Lt. Cmdr. Mitchell Grayson, ship's surgeon, looks on.  
Left: Cobb.

# Surgery



Surgery is preparation, technique, assistance and teamwork for Cobb and Grayson.

aboard *Samuel Gompers*. A possible hernia was detected, and the patient was transferred to *Enterprise* for evaluation. The diagnosis was confirmed, and surgery was scheduled.

"The battle group provides enough work to keep us pretty busy," said Cobb, who's responsible for scheduling the operating room.

"Although a hernia is not an emergency, we try to get it taken care of as quickly as possible.

"That way, the ward and operating room remain clear in the event of a real emergency. Dangerous work goes on while the battle group is operating at sea. Since we are the only hospital for hundreds of miles, we have to be prepared for all kinds of

injuries," said Cobb.

"Most surgery performed on board is of the non-emergency, or elective type," added Grayson. "While we're in the Indian Ocean, it's a lot easier to do the surgery here aboard ship than to send the patient to a shore facility."

*Enterprise's* operating room runs as professionally as any major hospital. A nurse anesthetist and two corpsmen assist the surgeon during each operation.

"The corpsmen stationed on the 'small boys' know that if a problem comes up, the battle group takes care of its own," said Cobb. □

*Bosco is assigned to 7th FHPARep, Subic Bay, Republic of the Philippines.*



# Navy Hotline brings big savings

Pricing Hotline calls from Navy military and civilians challenging the cost of small parts with big prices have netted large refunds for the Navy. Combined efforts of the Hotline and the Navy's price fighter team in Norfolk have put more than \$200,000 back in the Navy's pocket.

A sailor at NS Mayport, Fla., "called-in" a screwdriver which appeared grossly over-priced; the contractor refunded \$16,217. A civilian technician at Naval Air Rework Facility, Norfolk, questioned the price of a small radar alignment tool; his call got the Navy a \$68,577 refund. A call from an individual at NAS, Barber's Point, Hawaii, questioned the price of an airplane duct inlet; \$43,519 came back to the Navy.

Reporting a spare suspected to be too highly priced is simple. A sailor or civilian employee ordering a replacement part checks the unit price in the parts catalog at his or her ship or station or from the invoice accompanying a part recently received. If the price appears excessive, he or she contacts the Fleet Material Support Office, the Navy's focal point for price challenges. This contact may be made by letter, message, or by the FMSO Pricing Hotline (Autovon 430-2664 or commercial (717) 790-2664). The price challenge is assigned a case number and research begins.

A case file is built from information at various offices responsible for maintaining information on spare parts pricing. If the preliminary research indicates the price is questionable, the case is forwarded to the inventory manager responsible for


managing and procuring the part. This office then identifies competitive sources for future procurements and seeks refunds where due. If additional evaluation is necessary, price fighter can determine the fair market value of the item under review.

Project BOSS was instituted by the Navy in August 1983 to gain fair and reasonable spare parts pricing. Fleet sailors, buying agents and technical people who form the backbone of the Navy's work force made the program work.

Project BOSS (buy our spares smart) also has put the defense industry on no-

tice—the Navy no longer is an "easy mark" for high prices. The Navy is buying only what it needs, knows exactly what it's buying, and will pay only fair and reasonable prices for what it buys.

All indicators say BOSS is working, and working well. One reason for this success is the growing cost awareness of fleet and shore personnel who use these spare parts. Their awareness, coupled with the efforts of Navy procurement people, has built an impressive \$43 million cost-avoidance track record. Buying our spares smart truly is an all-hands effort. □



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# Port call Brunei

## First warship visit since 1845

Story and photos by PH1 Felimon Barbante

Mosques, a sultan's palace and women veiled with chadars are sights appropriate to the Middle East. But Brunei, a lush, oil-rich Islamic state, is in the East Indies on the northwest coast of Borneo.

A British protectorate until Feb. 1 this year, Brunei wasn't exactly a well-known port.

"We didn't even know where it was," said Lt. Cmdr. Michael Wendt after he saw the deployment schedule of USS *Henry B. Wilson* (DDG 7). "When we found that no American warship had visited Brunei in a long time, we felt kind of special."

Many Bruncians expressed the same feelings. The last U.S. warship to drop anchor at Brunei was USS *Constitution*—"Old Ironsides"—in 1845. Navy ships from Britain, Australia, New Zealand and France had been there more recently. Now the visit of *Henry B. Wilson* would enable

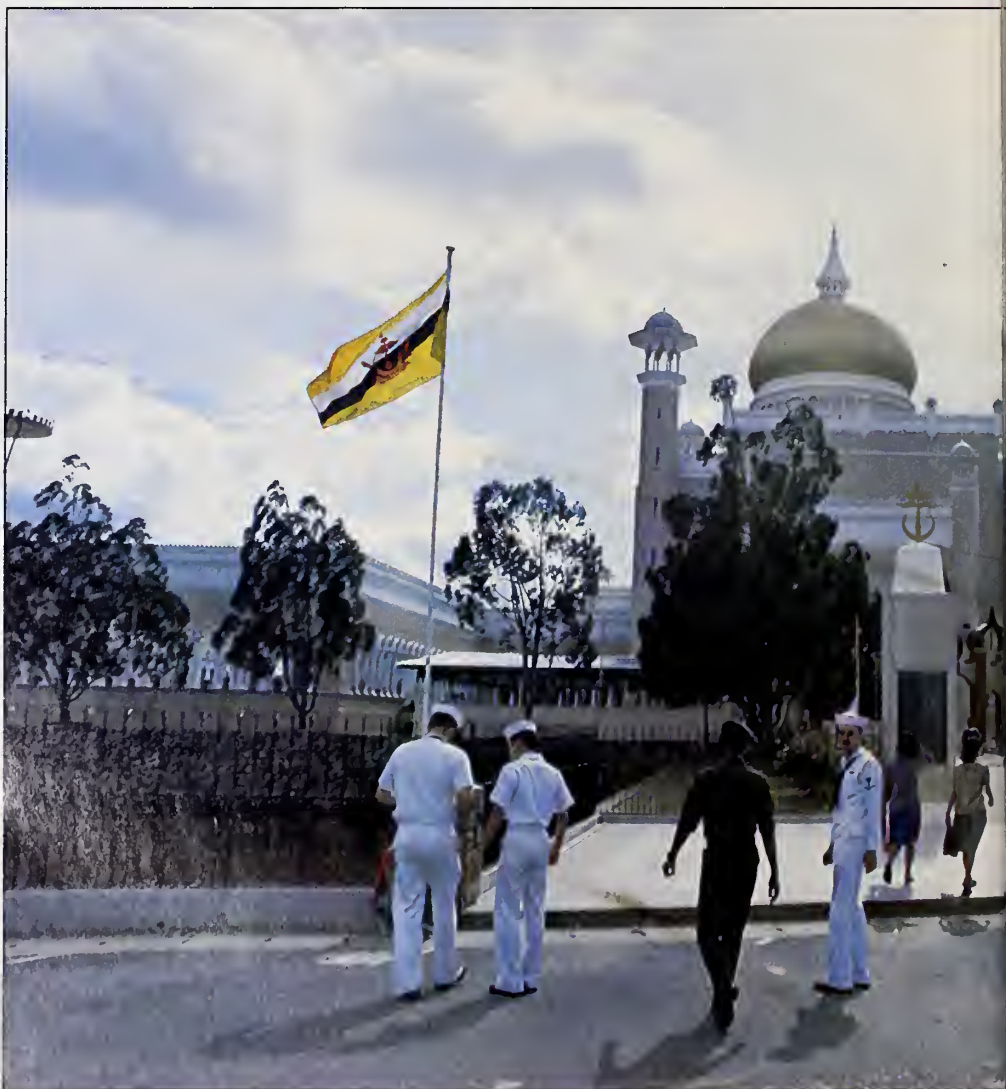
them to meet Americans firsthand.

"Not many Americans come here," said one Brunei resident. "The impressions most people here have about Americans are what they see on television."

More than 1,500 visitors toured the 437-man guided missile destroyer. Equally curious, crew members toured Brunei's

countryside—from the air aboard three Royal Brunei Armed Forces "Huey" helicopters. The helos skimmed treetops on the way to the Royal Palace, home of Sultan Sir Hassanal Bolkiah, which stands atop a hill overlooking Bandar Seri Begawan, Brunei's capital.

The 38-year-old palace easily could be





mistaken for a lavish hotel, except for its golden domes and the ceremonial guards at its entrance. It is three times larger than Buckingham Palace, contains three thrones, boasts 1,788 rooms, has two miles of underground corridors leading to parking lots for the sultan's 100 car collection, and an air-conditioned stable for his horses.

The highlight of the aerial tour was the visit to a settlement deep in the jungle. Old human skulls hung from rooftops—a reminder of head-hunting days long gone by. Each “long house,” home for 100 tribespeople, was furnished with color televisions provided by the government.

Sailors toured the capital's streets: from the domes of the Great Mosque, the largest in Asia, to the western architecture of the rest of the city.

Imported Japanese cars filled the nar-

row streets. Shops were operated by Chinese merchants.

“It reminds me of Morocco,” said Fire Control Technician 1st Class Edwin Heide.

Most of the similarities ended there. Across the river, near the opposite bank, was the complex water village. These simple wooden structures on stilts are preferred by the locals despite the modern homes, complete with running water and sanitary facilities, provided inland by the government.



Far left: Cmdr. James Carter, Henry B. Wilson executive officer, hosts a Royal Brunei Armed Forces officer on the ship's bridge. Center: Sultan Sir Hassanal Bolkiah's royal palace. Left: Motor launches provide transportation to and from the water village. Below: Henry B. Wilson hosted some 1,500 Bruneians.





It isn't uncommon to see a Bruneian parking a Mercedes Benz, then boarding a speedboat to his water village home.

Since the discovery of oil in 1929, the country has flourished, and Brunei has one

of the highest per capita incomes in Asia. Oil exports earn the nation approximately \$18 million a day. There is no income tax, and education is free.

Being a Moslem country, Brunei limits its nightlife. Two hotels that cater to westerners offer a discotheque and bar—the only ones in Bandar Seri Begawan, and other establishments such as movie theaters close at 9 p.m.

Most of the entertainment for *Henry B. Wilson* sailors was provided by the clubs at the Royal Brunei Armed Forces base and a club near Maura port operated by a contingent of British laborers and their families.

At the "World Wide Club," the manager gave 60 free dinners each night to *Henry B. Wilson* sailors. Besides conversation, the sailors participated in dart tournaments and skittles, a game similar to bowling except for nine heavy pins and a softball-size wooden ball.

The ship held a picnic at one of the local beaches. Despite hat-size jellyfish, most of the men seemed content with swimming and quiet relaxation in the sun.

Adventurers like Sonar Teehnieian 3rd Class Manuel Hernandez joined a few British runners for the "Dash House Harriers" five-mile run through the jungle. Hernandez and six joggers from the ship met the challenge and completed the run in an exhausting 1½ hours.

"It was a great experience," Hernandez said. "It was grueling and a bit dangerous, but the Brits kept us together so we wouldn't get lost."

With more than 300 Brunei spectators looking on, the American visitors handily beat their Royal Brunei Armed Forces counterparts in basketball. But in soccer, a more familiar Asian sport, a well-practiced and disciplined Brunei team got revenge on the Americans.

"It was a surprisingly good port, something different," said Wendt after the three-day visit. "It's a port the crew is more than willing to return to." □

*Barbante is assigned to 7thFhPARep, Subic Bay, Republic of the Philippines.*





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# Small arms training

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Story and photos by PHAN Kenneth Klein

"There's more to it than just coming out here and shooting," said Gunner's Mate 1st class Tom Collins. "First, you must attend classes. If you pass, then you can shoot."

Petty officers of the watch, officers of the deck and security team members on board USS *Belleau Wood* (LHA 3) found that out during a recent underway period.

The 75 sailors participating in ship-board small arms training learned small

arms safety and how to handle weapon malfunctions. They also were taught how to field strip, clean and reassemble a .45 caliber service automatic.

After completing their classroom training, the sailors proceeded to a three-stage, live firing exercise—the BRAVO course.

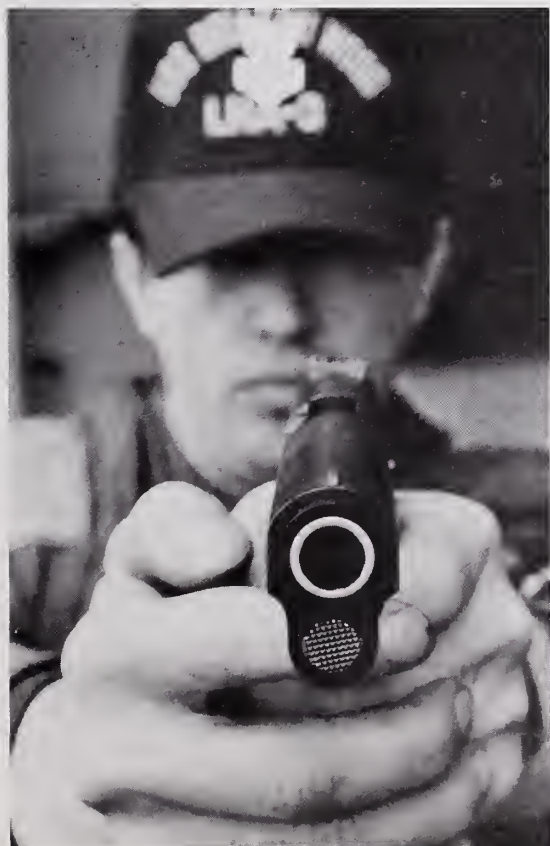
Stage one of the course was an untimed firing of 10 rounds; stage two was timed firing—10 rounds in 20 seconds; and stage three was rapid fire—load,

aim and fire 10 rounds in 15 seconds.

To pass the course, sailors had to be accurate with 67 percent of their rounds. Seventy-five *Belleau Wood* sailors successfully completed the program. □

*Klein is assigned to USS Belleau Wood (LHA 3).*

**Below left: GMG1 Tom Collins shows proper aiming procedure. Below: Collins evaluates GMG3 Bob Dowd's shooting.**



# Dewey and Manila Bay

"You may fire when you are ready, Gridley," became a historic naval command, but the best comment during the Battle of Manila Bay came from a gun captain.

Commodore George Dewey gave the historic order to Charles V. Gridley, the captain of Dewey's flagship, USS *Olympia*, when the ship was about 5,000 yards from Manila Bay's Spanish squadron May 1, 1898.

Soon after the first broadsides, Dewey thought he'd been advised that only a few rounds remained for his 5-inch guns. He decided to pipe all hands to breakfast while he evaluated the situation. A gun captain at a different vantage point, seeing the success of his and the squadron's marksmanship, yelled, "For God's sake, don't let us stop now! To hell with breakfast!"

Later, Dewey learned that rather than having only 15 percent left, only 15 percent of his ammunition had been used.

\*\*\*

Dewey's arrival in Manila Bay in the dead of night, past menacing, but at first, silent shore batteries, was no accident. It was a model of strategic foresight, political maneuvering, excellent tactics and reasonable risk-taking.

Dr. Craig L. Symonds, a history professor at the U.S. Naval Academy who

A painting of Adm. Dewey's squadron swinging around the ellipse during the Battle of Manila.





has studied the battle, points out that the Battle of Manila Bay was the first U.S. victory in its first international conflict since the Mexican War. It also marked the use of the fledgling naval intelligence service founded in the 1880s and prompted a re-evaluation of naval gunnery.

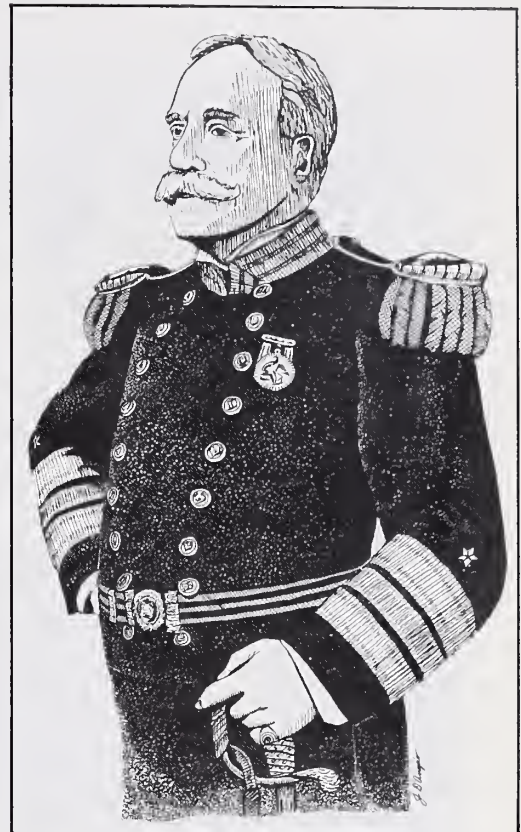
Although the Spaniards lost the battle, they maintained their honor and, Symonds said, saved thousands of lives as their admiral had planned.

Political strategy for Dewey's Manila campaign, history books tell us, was conceived by Assistant Secretary of the Navy

Theodore Roosevelt, who went on to lead the "Rough Riders" in Cuba and to develop his policy to "Speak softly and carry a big stick" as president.

Most Americans viewed the war with Spain as an obligation to save the Cubans from their Spanish overlords. Roosevelt and other politicians saw an opportunity to expand trade opportunities and to improve U.S. defense capabilities. The Spanish-held Philippine Islands more than 8,000 miles away could be stepping stones from California, across the Pacific, to Asia.

Roosevelt wanted the Navy's Asiatic



Admiral of the Navy George Dewey

Squadron to destroy the Spanish fleet in Manila Bay and take over the Philippines. He knew that his friend Dewey, then president of the Navy's Board of Inspection and Survey in Washington, D.C., shared his views. Roosevelt arranged Dewey's selection as squadron commander and promotion to commodore. Dewey joined his flagship in Nagasaki, Japan, took on supplies, and sailed to Hong Kong. He restocked his ships with coal, ammunition and other supplies, began frequent gunnery and firefighting drills, painted his white-hulled ships a dull gray, studied every map and book on the Philippines he could find, and waited for Roosevelt's signal.

Dewey's squadron consisted of the cruisers *Olympia*, *Baltimore*, *Boston*, and *Raleigh*, the gunboats *Concord* and *Petrel*, and the revenue cutter *McCulloch*.

When Secretary of the Navy John D. Long took the day off Feb. 25, 1898, leaving Roosevelt in charge, Roosevelt cabled







Dewey, "Keep full of coal. In the event of declaration of war with Spain, your duty will be to see that the Spanish squadron does not leave the Asiatic coast and then to carry out offensive operations in Philippine Islands."

Dewey made prompt, thorough preparations, and on April 27, 1898, sailed for Manila Bay, 600 miles away. The squadron arrived outside the supposedly mined harbor just before midnight, April 30. Although no one in the squadron had sailed those waters, Dewey confidently led his ships through the narrow passage separating Corregidor and El Fraile islands, into the bay. The ships passed under shore batteries manned by Spaniards who never dreamed anyone would try such a stunt at night. Dewey's ships, each showing only a carefully shielded stern lantern, followed *Olympia*. When half the squadron had passed safely, soot from *McCulloch's* funnel caught fire. Spanish rockets illuminated the American ships; the batteries

fired, but missed, and the rest of the squadron passed safely into the bay.

When Gridley opened fire at 5:41 a.m., Dewey's squadron brought to bear 33 6- and 8-inch guns—capable of firing a broadside of more than 3,700 pounds. Spanish Adm. Patricio Montojo y Pasaron opposed the Americans with his flagship, *Reina Cristina*, a modern but unseaworthy ship whose hull leaked; five other cruisers, each of about 1,100 tons; a wooden cruiser of about 3,300 tons; and three gunboats. These ships had only 11 6-inch guns capable of firing a 1,273 pound broadside.

Montojo's failure to meet Dewey in the open sea, or at the entrance to Manila Bay, has been questioned by some tacticians. The naval academy's professor Symonds explained, "The Spanish ships were old and not well-maintained. People knew the Spaniards would be outgunned and outmanned and that our ships were superior in every respect. It was a mismatch. Montojo expected to have all his ships sunk



and to lose the battle. His primary consideration was to preserve his and his country's honor without killing anyone. He planned to put up a good fight, but his heart wasn't in it. He was afraid if he met Dewey in the open sea or at the mouth of Manila Bay, all his ships would be sunk in deep water at a tremendous loss of life. So he kept his squadron in shallow water under his shore batteries."

The Spanish ships were destroyed, 167 sailors were killed and 214 wounded. The Americans suffered one fatality, a coal heaver who died of a heart attack. Eight Americans were wounded and some ships were damaged. While U.S. ships scored 141 direct hits, the ratio of hits to shots fired was so low that a board of inquiry recommended changes in gunnery practices.

What catapulted a squadron commander's routine approval to his ship's captain to open fire into a national slogan? It was a sign of the times, Symonds believes. People were elated at the first U.S. victory in the Spanish-American War and were looking for a rallying cry. "You may fire when you are ready, Gridley," reached the newspapers before the gun captain's plea to keep firing, and the rest, as they say, is history. □

—By Kenneth J. Rabben





Far left: Commodore Dewey (3rd from left) on Olympia's afterbridge during bombardment of Fort San Antonio.  
 Left: Olympia in the Battle of Manila.  
 Below: "Dewey Day" parade.









# Seamanship school

## Learning the basics before going to sea

By PH1 Randy G. Hayes

They are the fantasies that fill a youngster's head on lazy afternoons—dreams of hoisting billowing sails, standing lookout high in the crow's nest or securing the mainmast before the onslaught of a tropical storm.

They're the stuff books are written about and the subject of weekend matinees. They're the part of the old Navy that's churned in the backwash of modern technology.

Or has it?

While sailing today's technologically advanced Navy warships doesn't require trimming the mizzen or shimmying out on a slick yardarm, it still takes the basic seamanship skills of yore.

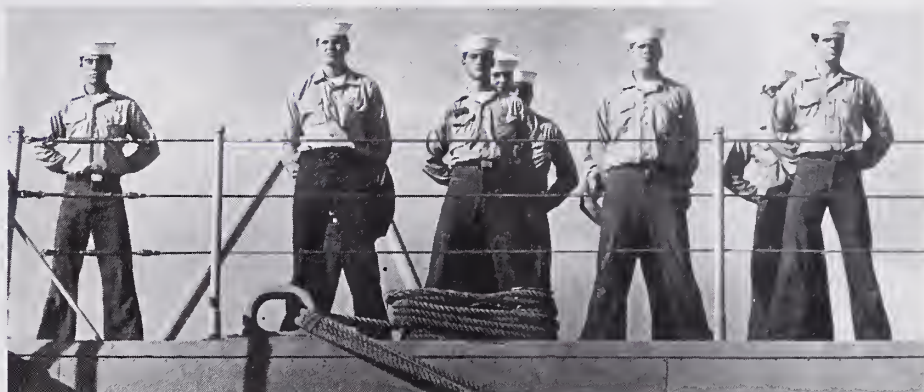
"Some things never change," said Navy Master Chief Boatswain's Mate Henry Lopez of San Antonio, Texas. "Today's Navy is more technically oriented than just a decade ago, but no matter how sophisticated the fleet becomes, sailors need to know the basics of line handling, anchoring, manning the helm and standing lookout watches in order to properly sail a ship."

He should know. Lopez, a 24-year Navy veteran, is leading coordinator at the Navy's Seaman Apprenticeship Training School, San Diego Naval Training Center. The 21-day program teaches sailors skills essential for sailing the sea, regardless of the size or sophistication of the vessel, and injects some Navy savvy into their blood.

Five years ago, according to Lopez, these fledglings of the fleet would have received their training on a daily basis from a crusty chief petty officer in a ship's deck division. Despite good intentions, this type of training often became a matter of survival in the minds of young seamen.

Lopez said those days are gone.

"Instead of reporting aboard a ship and



Clockwise from left: USS Recruit, a scaled-down replica of a modern Navy frigate, is permanently berthed in a sea of concrete. Manning sea-and-anchor stations, throwing a heaving line, and securing lines on the pier during mooring exercises.



# Seamanship school



Left: SR William Douglas of Pasadena, Texas, in a hands-on knot tying exercise. Right: Students man the helm and lee helm on a classroom mock-up of a ship's bridge.



not understanding what's going on or what's expected of him," he said, "a seaman now takes the basic knowledge of the job with him. No one has to explain what a cleat is or show him how to tie a certain kind of knot. After our training, he's ready to fit into the system with the least amount of resistance."

At any given time, five or six classes of about 45 sailors are involved in various stages of the training at the San Diego school, the largest of the Navy's three schools of this kind.

Instructors point out that although located at the Navy's basic training centers in San Diego and Orlando, Fla., and Great Lakes Naval Training Center, north of Chicago, the training is not an extension of boot camp.

"We want the students to leave here with the proper attitude, so we enforce good order and discipline, similar to basic training. But similarities stop there," said Chief Boatswain's Mate Nelson Puckett of San Juan, Puerto Rico, one of the school's instructors.

In less than three weeks, the classes review 60 subjects, each pertaining to a different aspect of shipboard life. A seasoned instructor—usually a first class or chief boatswain's or gunner's mate—leads students through the complexities of lookout watches, manning the helm, shipboard

and visual communications, anchoring, hazard awareness and safety. Students learn how a ship gets under way, how it moors to the pier, how to work over the side and the mechanics of transfer between ships by "highline."

In addition to book study, lectures and movies, much of the training comes from the instructors' ever-reliable sea stories, as well as three days of hands-on experience aboard USS *Recruit*—a scaled down replica of a modern Navy frigate permanently berthed in a sea of concrete at the training center.

"With this hands-on training, we're finding the seamen learn and retain more," said Puckett.

Lopez added, "This program is designed to help everyone. It helps the seaman adapt to shipboard life more easily and helps the crew by not putting the total responsibility of his training on them."

The graduating seamen share this confidence.

"I'm more assured about going to sea now," said Seaman Apprentice Tommy Townsend, 18, from San Diego who has orders to USS *Juneau* (LPD 10). "Now I know what's expected of me, and what to expect when I get there. And that's a lot." □

*Hayes is assigned to the Navy Public Affairs Center, San Diego.*



# USS Nautilus Memorial and museum take shape

The USS *Nautilus* Memorial and Submarine Force Library and Museum in Groton, Conn., is scheduled to open in the spring of 1986.

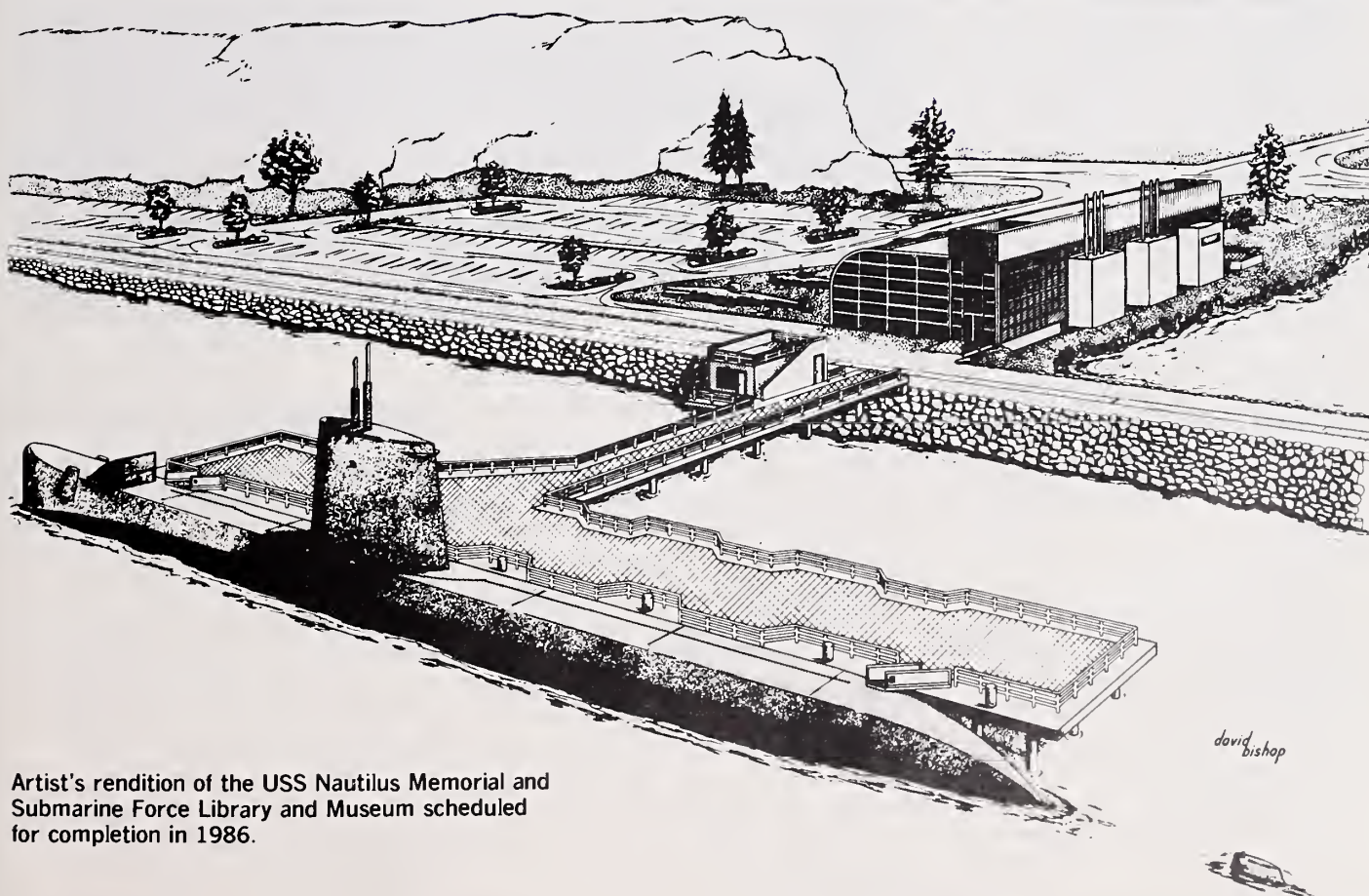
The \$7.9 million facility, outside the main gate of Naval Submarine Base, will house a library and museum, and berth the world's first nuclear-powered submarine, USS *Nautilus* (SSN 571).

*Nautilus*, a 26-year fleet veteran built in 1955, was decommissioned in 1980 and designated a national landmark. It was the first ship to pass under the North Pole and steamed more than a half million miles during its lifetime. The retired veteran of 2,500 dives is being modified and will receive about 350,000 visitors a year.

The 14,000-square-foot library and mu-

seum, almost five times larger than the present facility, will have two mini theaters and display historic submarine artifacts and exhibits. The museum's unique library will include material about all U.S. submarines from 1900 to the present.

The facility will be free to the public year-round. Most construction costs were paid by private donations. The federal government contributed \$1.9 million and the state of Connecticut \$1 million. □



Artist's rendition of the USS *Nautilus* Memorial and Submarine Force Library and Museum scheduled for completion in 1986.

# Bearings

## Guide to Congress available from Citizens Services

A guide to the 99th U.S. Congress now is available to help citizens contact their elected representatives in Washington, D.C.

The Citizens Action Guide is a state-by-state directory of U.S. senators and congressmen in the recently convened legislature.

Designed by Citizens Services to help encourage citizen participation in government, the booklet shows where and how to write members of Congress and the President. It contains important Washington telephone numbers, proper addressing procedures and tips on effective letter writing. It even includes a section on how federal laws are made.

Elected officials are interested in constituent views on major issues, and military members have a right to express their views and opinions. Letters play an important lobbying role in Congress on issues such as taxes, retirement, housing and pay.

For your copy of the Citizens Action Guide, send \$3.50 to Citizens Services, P.O. Box 445, Bloomfield Hills, Mich. 48303-0445. ■

## Nicholson is a star!

USS *Nicholson* (DD 982) recently "posed" for a *Boating* magazine photo feature on small boat safety and communications equipment.

Managing editor John Owens chose *Nicholson* as the backdrop for the feature because the ship represents "the ultimate in nautical high technology," and he wanted to capture the feel of being aboard a modern warship. The story is slated to run in April 1985.

*Nicholson* completed its overhaul and returned to its home port, Charleston, S.C., in February. ■



Cmdr. Fahey as chief engineer aboard USS *Kennedy*.

## 'Man's Best Friend' to be published

Some of the world's greatest authors are published in the New York Poetry Society's 1985 National Poetry Anthology—Walt Whitman, Carl Sandburg, Robert Frost, Emily Dickinson, Robert Moles. . . .

Robert Moles?

Gunner's Mate Technician 1st Class Robert Moles, who serves on the Charleston-based destroyer USS *Nicholson* (DD 982), has been writing poetry and prose since he was 18 years old. He was notified recently that his poem "Man's Best Friend" was selected by the society for publication.

Born in Belleville, Ill., and raised in Taberg, N.Y., Moles writes about his own experiences and observations. In "Man's Best Friend," his first attempt at publication, the 10-year Navyman wrote about the relationship between a man and a woman. He plans to submit other works to various publications and literary contests. ■

## Fahey's program saves taxpayers \$3.8 million

Cmdr. Mike Fahey earned the Federal Energy Efficiency Award for implementing a repair program on board USS *John F. Kennedy* (CV 67) that saved taxpayers \$3.8 million.

The award is given annually during National Energy Awareness Week in Washington, D.C., for exceptional accomplishment in energy efficiency within the federal sector.

The repair program affected *Kennedy's* fuel, steam and water piping systems, and cut the aircraft carrier's diesel fuel consumption by 22 percent in one year.

Fahey, who holds a master's degree in mechanical engineering from the Naval Postgraduate School, Monterey, Calif., started the program in March 1983 after taking over as *Kennedy's* chief engineer.

Carrying the program one step further, Fahey began numerous training programs and crew awareness campaigns. Nearly 900 crew members participated in ride-sharing pools at the ship's Norfolk home port, which saved more than 40,000 gallons of gasoline.

Fahey left *Kennedy* in February to command USS *Deyo* (DD 989). ■

## Seabees go to Africa

Naval Mobile Construction Battalion 62 deployed two 10-man Seabee construction details to Africa in November in support of the Navy's West African Training Cruise '84.

Team one, deployed to Freetown, Sierra Leone, built an open-air market and finished construction of a local school. In Kinshasa, Zaire, team two rehabilitated a hospital children's ward.

The Seabees lived and worked under field conditions, using modified tent camps and rapid deployment construction equipment to complete the tasks. ■



## Strokes kill—learn the warning signals

Strokes are the third leading cause of death in the United States.

More than 164,000 people died because of strokes in 1981. They also are the leading cause of major disability, leaving about 2 million Americans handicapped today.

A stroke occurs when a clot or hemorrhage interrupts the blood flow of oxygen and other nutrients to the brain. That cut-off results in brain damage and can lead to severe mental and physical losses.

The best way to prevent a stroke is to reduce factors that lead to one.

High blood pressure, for example, once diagnosed can be controlled. A high red blood cell count, heart disease and dia-



betes are other risk factors that must be identified and treated.

Another important way to reduce the

risk of a major stroke is to identify and treat "little strokes," called transient ischemic attacks. TIAs are early warning signals of an impending stroke and occur days, weeks or months before severe attacks.

TIA symptoms include:

- Sudden temporary weakness or numbness of the face, arm and leg on the same side of the body.
- Temporary loss of speech, or trouble in speaking or understanding speech.
- Temporary dimness or loss of vision, particularly in one eye.
- Unexplained dizziness, unsteadiness or sudden falls.

Learn to recognize the warning signals of a stroke. Take prompt action when you or someone you know experiences the warning signals—and save a life. ■



Photo by PHAN Tim Allen

## New Orleans' handclasp tradition

During a recent stop in Subic Bay, Republic of the Philippines, 19 crew members from the amphibious assault ship *USS New Orleans* (LPH 11) visited Tala leprosarium and donated more than 5 tons of Project Handclasp goodwill materials.

The supplies included food, medicine, disposable diapers, paint and toys.

While at Tala, 15 miles north of Manila, *New Orleans* sailors toured the 140-acre leprosarium compound.

"Seeing all this poverty and sickness for real makes you appreciate what we Americans have," said Dentalman Dom-

onic Finks. "Now I realize how much Americans take for granted."

Populated by more than 12,000 inhabitants, nearly 3,000 of whom are stricken with leprosy, Tala leprosarium was founded in 1947 by Father A.L. Hofstee, a retired Air Force chaplain. Father Hofstee, who has leprosy himself, has dedicated his life to helping the people of Tala.

Project Handclasp gives away millions of dollars worth of goodwill materials to needy people throughout the world each year. This is the third time in two years that the San Diego-based flagship visited Tala with the materials. ■

—By J03 John Bell,  
*USS New Orleans (LPH 11)*

## Texas NROTC unit sets sailing record

More than 200 midshipmen from The University of Texas at Austin's NROTC unit set a Laser-class sailboat endurance world record last October by sailing Town Lake in Austin for 100 hours. The former mark of 24 hours was set in 1978 at the annual boat show in Annapolis, Md.

"There were several reasons for this world record-setting event," said Marine Corps Maj. Jack Owen, NROTC instructor at the university. "Small boat sailing is fun, and the excitement and challenge of a marathon sail was motivating for the midshipmen."

"On a deeper level, the extensive planning and organizing preceding the actual sailing gave the midshipmen an appreciation for the difficulties involved with leading and directing a large group of people to accomplish a task or mission," Owen said.

NROTC units across the country train college men and women for commissions in the Navy and Marine Corps upon graduation. ■

# Bearings



## Navy divers meet and marry

When Chief Machinery Repairman Peter P. Pascanik went to the Navy's Diver Training Facility, Panama City, Fla., he expected a rigorous regimen; he didn't expect to be training with a woman who would become his wife.

Susan Pascanik from Rapid City, S.D., joined the Navy as a hospital corpsman in 1977 and later trained as a medical evacuation corpsman. Many of the patients she aided were victims of diving accidents, and this spurred her interest in the Medical Deep Sea Program.

Now a hospital corpsman second class, Susan works at the Naval Aerospace Medical Institute as a medical evacuation corpsman and her husband, Peter, works in the swim division, survival department, Naval Aviation Schools Command, instructing students in underwater escape from downed aircraft.

Peter, from Uniontown, Pa., joined the Navy in 1975 and served aboard USS *Whipple* (FF 1062) and USS *Orion* (AS 18) at the Submarine Base, Pearl Harbor,

Hawaii, as a machinery repairman.

As a career-oriented couple, the Pascaniks recognize the benefits of a college education and both are completing their bachelor degrees. Susan is a biology major at Pensacola Junior College; Peter is finishing a psychology degree from the State of New York Board of Regents External Degree Program.

Their jobs require them to stay in top physical condition. They enjoy running and weightlifting, and look forward to participating in the annual Navy Open Triathlon: a 1½ mile swim, a 56-mile bicycle race and a 13-mile run.

Does competing in a race with your spouse strain the relationship? "Not at all," said Susan. "Peter is out to win, but I'm just out there to have fun." Of course, when Susan entered last year's triathlon "just for fun," she finished ahead of many of the men.

When not working, studying or exercising, the Pascaniks enjoy recreational diving and exploring sunken ships. As far as the future is concerned, the Pascaniks have one main objective. They want to be assigned to the same duty station so they can finish their Navy careers together. ■

## America's cookies

Aviation Boatswain's Mate Airman Robert Meyer aboard the Norfolk-based aircraft carrier USS *America* (CV 66) wrote his dad; what Meyer missed most at sea was home cooking, especially chocolate chip cookies.

Meyer's father, Mike, a newspaper columnist, wrote the story in his column, and a community drive was launched to raise money to buy one cookie for each *America* crewman. Donations poured in from churches, civic groups and private citizens, some as far away as Pennsylvania.

Baker Bill Gallahar of Carrollton, Ga., said he would match every purchased cookie with a free one. The Carroll County

campaign bought 5,000 cookies; *America* received 10,000.

Navy officials shipped the cookies to Bermuda, and as *America* passed the Atlantic island for home, the cookies were ferried to the ship by helicopter.

*America's* commanding officer, Capt. L.W. Smith, kicked off the cookie feast on the ship's hangar deck by telling the crew:

"I've seen a resurgence in the pride of the civilian community towards the armed forces. The people of Carroll County certainly personify their love of *America*."

Meyer best reflected the crew's appreciation for the cookie feast: "I'm really proud of the people of my home county. They've shown in a very unique way that they love *America*. I hope they know that we love them also." ■

## Ship visit: Louisiana World Exposition

USS *La Moure County* (LST 1194) represented the Navy during Navy Week last October at the Louisiana World Exposition in New Orleans.

The ship, berthed in the fairgrounds for the six-day visit, hosted more than 8,000 visitors, including Secretary of the Navy John F. Lehman, Jr.

Crew members were presented Honorary Citizen of New Orleans certificates and Certificates of Merit signed by the mayor, and six New Orleans area citizens were sworn into the Navy by *La Moure County's* commanding officer.

The ship is homeported in Little Creek, Va. ■





Photo by PH1 Dave MacLean

## Navy photographer pulls man from burning car

Photographer's Mate 3rd Class Milton Savage is a hero—at least to the man whose life he saved and to his Salisbury, Md., home town.

Savage, assigned to the Motion Picture Division, U.S. Naval Audiovisual Center, Washington, D.C., was riding his motorcycle home to Salisbury when he heard a collision and saw a fire in the lane ahead of him.

When he reached the fire, Savage saw that a station wagon had rammed the back of a van. "Burning gasoline was running down the street and the front part (of the car) was on fire," he said. Savage yanked

open the driver's door and saw someone lying on the floor, pinned there by the steering wheel and column.

"I ran to the passenger side to pull the person out, but couldn't get the door open," Savage said. "I tried to kick the glass in but couldn't break it, so I ran back around to the driver's door."

Savage managed to hold up the steering column and pull the driver out of the burning wreckage.

Other people who arrived at the scene helped Savage move the injured driver to a nearby grassy area. Savage then ran back to the burning station wagon to ensure no one else was in the wreckage.

Savage, who has had some basic first aid training, said he initially was worried about moving the victim because of possible internal injuries, but decided that the important thing was to pull the man from the car before it exploded. The man survived the accident with only four broken ribs and some cuts.

In a letter to Savage's commanding officer, Salisbury police chief Coulbourn M. Dykes wrote, "If Mr. Savage had not performed this heroic act . . . (the victim) would have perished before firefighters and police officers arrived."

Savage has been nominated for a Navy and Marine Corps Medal and was presented with the key to the city by Salisbury's mayor.

"I don't really feel like a hero," Savage said. "I just feel that I did what anyone else would have done under the same circumstances." ■

## Clifton Sprague transferred to NRF

USS *Clifton Sprague* (FFG 16) was transferred to the Naval Reserve Force in a ceremony at Philadelphia Naval Shipyard last October.

Commander James Ferguson, commanding officer of *Clifton Sprague*, ac-

cepted for his crew the Meritorious Unit Commendation for the ship's "service in connection with combat operations against Cuban and Grenadian enemy forces in Grenada."

Captain John Doolittle, Commander, Surface Group Four, praised the ship and urged the men to "keep striving for excellence." ■

—By JO1 Tom Eichinger  
NRCC 4, Philadelphia

## Sailor saves Guamanian boy

Construction Mechanic 3rd Class William Kennedy saved the life of 8-year-old Jose Andres after a swimming accident on Guam.

Kennedy, 22, was sunbathing on the beach when he heard a call for help. He ran to the scene and found a boy who had been pulled from the water and was not breathing. Kennedy quickly administered cardiopulmonary resuscitation until an ambulance arrived. The boy was in critical condition when he was admitted to the naval hospital, but Kennedy later learned that the boy fully recovered.

"If it hadn't been for a CPR course I took," said Kennedy, "I wouldn't have known what to do." ■

—By JO1 Ray Fredette  
NMCB 3, San Francisco

## Greyhound reduces travel/shipping rates

Greyhound has reduced passenger bus fare by 50 percent and package-shipping costs by 85 percent for active duty military, their dependents and retirees.

Greyhound slashed the price in half on 15- and 30-day Ameripasses that permit unlimited travel throughout Greyhound's nationwide system.

Military family members need not be accompanied by their sponsors to get the discounted fare. Children aged 5-11 travel for half the discount price—a 75 percent saving. Children under five ride free.

For a maximum charge of \$10, active duty military people may ship packages up to 100 pounds anywhere in the Greyhound system.

Packages may be sent by active duty military people or to them by friends and relatives at the new rates. Packages priced less than \$10 will be charged at the lower rate. ■

# Bearings



An F/A-18 Hornet readies for take-off aboard the aircraft carrier Constellation.

## The "Hornet's Nest"

USS *Constellation* (CV 64) is the Navy's first "hornet's nest" for two squadrons of Fighter/Attack-18 *Hornet* aircraft.

The two squadrons, VFA-25 and VFA-113 of Carrier Air Wing 14, fly the formidable *Hornets* under the command of Captain John Zerr. "*Hornets* can act as attack bombers or fighters with just the flick of a switch," said Zerr. "The computer readies the bombs or missiles, and

sets up the correct radar and instrument display."

To provide maximum maneuverability, *Hornets'* flight control computers monitor and change the leading and trailing wing flaps.

*Constellation*, homeported at NAS North Island, Calif., will be the first carrier to make a major deployment with F/A-18 *Hornets*. ■

—Story by JOSH Bill Miles  
USS *Constellation* (CV 64)

## NRL computer can predict dangerous foul weather

Scientists at the Naval Research Laboratory, Washington, D.C., can now predict dangerous foul weather.

Researchers at the lab recently completed a computer model that can give early warning information on hurricanes and typhoons.

Developed by Dr. Rangarao Madala and Dr. Simon Chang, the model simulated a weak tropical disturbance—with winds less than 2 mph—that changed into a storm with wind speeds greater than 40 mph.

The model's computer can predict pres-

sure, humidity and winds in a 12½ million square mile area and help scientists better understand how weak tropical disturbances become major hurricanes.

With the model, dangerous weather condition warnings can be given three to four days in advance instead of the usual two. The added time will help ships at sea and coastal areas where timely evacuation is essential.

Less than 10 percent of ocean-surface disturbances intensify into typhoons. It can take as little as 24 hours for a disturbance to increase winds to 140 mph and travel 600 miles. The Navy can't foresee these rapidly developing typhoons, but Madala's and Chang's advances have taken weather forecasters one step closer to predicting them. ■

## Juneau officer 'selected' for chief

It is not unusual for a chief petty officer to earn a commission, but an officer "selected" for chief . . . ?

Such was the case recently aboard USS *Juneau* (LPD 10) when the ship's supply officer, Lt. Everett L. Geis, was named an honorary chief by unanimous vote of the ship's 34-member CPO Mess during a port call to Sasebo, Japan.

Geis was honored for his "can do, get the job done" approach that set the example for the ship's crew.

In a letter of acclamation, Geis was recognized for his "concern for the morale and welfare of the crew, and for taking on responsibilities above and beyond his assignment."

"I've always had a lot of respect for chief petty officers, and to be made an honorary chief is a measure of their faith in me. It's a great honor," said Geis.

Geis, who enlisted in the Marine Corps in 1969, earned his Navy commission in 1977.

"My father never understood why I went into the officer corps," Geis reflected. "He thought that I should have stayed enlisted and become a chief. I can finally tell him I've been promoted to chief." ■

—By JO3 Thomas E. Bradly Jr.,  
USS *Juneau* (LPD 10)

## Designated drivers at Navy clubs

Navy clubs throughout the world have started a program to help curb drunk driving. Groups of three or more club patrons are allowed to select a "designated driver" for the evening.

The designated driver is pinned with a "No Thanks" button entitling him to unlimited soft drinks or coffee and a special non-alcoholic drink. The volunteer driver also receives discount food coupons for future visits to the club. ■





Photo by JO1 Gary Hopkins

## Burial eligibility at Arlington National Cemetery detailed

Burial space at Arlington National Cemetery in Northern Virginia is limited, and there are strict eligibility requirements for those veterans who wish to be buried there.

Eligibility is limited to veterans who:

- died on active duty;
- were retired for disability;

- were discharged for 30 percent or more disability after Oct. 1, 1949;
- had at least 20 years active duty or Reserve service;
- held an honorable discharge and held certain high government positions; or
- were decorated with the military's highest awards, such as Medal of Honor, Distinguished Service Cross, Air Force Cross, Navy Cross, or Purple Heart.

Arrangements for burial are made through the Superintendent, Arlington National Cemetery, Arlington, Va. 22211. ■

## Korean artist still searching for Navy friend

When Kyung Chan Mihn was 10 years old, he received his first art set. Like any youngster with a new toy, he experimented and practiced, and today is well-known in Korea and China as a landscape artist.

But Mihn's story goes back to those first art supplies given him in 1945 by a Navy ensign aboard an amphibious landing ship at Inchon, Korea.

Mihn, nicknamed "David" by the officer who today would be about 65 years old, attributes his success to the ensign. In their six-month relationship, the officer encouraged Mihn to paint. They lost touch when Mihn was sent to a missionary in Shanghai, China.

Unable to speak English, Mihn can only recall the phonetic spelling of the officer's name as "Naruh." He also remembers a pet monkey and a dog aboard the LST.

Today, Mihn seeks to rekindle their friendship.

Anyone having any information that might assist in finding Mihn's lost friend, please write to: Flag Secretary, Commander, U.S. Naval Forces Korea, APO San Francisco 96301. ■

## 'Sidewinder' best

Training Squadron 19's commanding officer, Cmdr. F.R. Wesh, and his crew of chili-making roadies recently made history when they concocted a batch that made the world's top 10 chili list.

Wesh's "Sidewinder" potion was judged eighth-best at the Terlingua International Chili Cook-off in Texas last November—marking the first time in more than 18 years that a non-Texan chili made the list.

Wesh entered the Mississippi State Chili Cook-off held in VT-19's home base of Meridian, Miss., in June. His potent chili

went up against entries like "Hellfire and Damnation," but none could top his "Sidewinder." He won in Mississippi and was nominated to the international competition in Texas.

On the day of the contest, Wesh, along with "project manager" Lt. Cmdr. Ed Dutra, "fire control officer" Lt. Robert Caulk and "master of revels" Lt. John Larsh, set up their stove and began slicing steak and onions to mix with the sauces.

Taste is not the only consideration when judges pick the best chili. Color and consistency—varied meat and vegetable chunks, and no big red beans or globbed-together clods of meat—count.

Wesh filled a plastic foam cup with the winning combination and added it to the other 98 chilies on the judging tables. Wesh's crew hoped to make the top 10 finalists but felt their chances were slim.

To the Mississippi delegation's amazement, "Sidewinder" chili was judged the eighth-best chili in the world! The judges, also amazed they had selected a non-Texan chili, made VT-19's team honorary Texans and bestowed upon them the state flag.

Wesh turned over his command to Cmdr. Peter Kerr last November and took his chili recipe to California where he is navigator aboard USS *Enterprise* (CVN 65). ■

—Story by Lt.j.g. Eric Engleman



# Reunions

• **USS St. Louis (CVE 63)**—Reunion being planned. Contact John Ibc, 1477 Lakeridge Lane, El Cajon, Calif. 92020.

• **USS Woolsey (DD 437)/USS Ludow (DD 438)**—Reunion being planned. Contact Tony Torres, P.O. Box 9291, Whittier, Calif., 90608; telephone (213) 693-8023.

• **USS Snook (SSN 592)**—Reunion being planned. Contact Phil Kraus, P.O. Box 31458, Richmond, Va. 23294; telephone (804) 270-1911.

• **USS Pringle (DD 477)/USS Stanley (DD 476) 1941-45**—Reunion being planned. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228.

• **USS Eaton (DD 510) 1965-67**—Reunion being planned. Contact Mrs. Barbara Gorvin, University of Iowa Law Library, Iowa City, Iowa 52242.

• **VAQ 33 "Connie" Crew**—Reunion being planned. Contact Bryan Runion, 695 Kurtz Road, Marietta, Ga. 30066.

• **USS Covy (DD/DDE 508)**—Reunion being planned. Contact Jim Worth, 20 Park Lane, Norwalk, Conn. 06854.

• **USS Patapco (AOG 1)**—Reunion being planned. Contact Hank Dunning, 1070 Harding St., Salinas, Calif. 93906; telephone (408) 449-5553.

• **USS Ludlow (DD 438)**—Reunion being planned. Contact R.P. Javins, 537 Clark's Run Road, La Plata, Md. 20646; telephone (301) 934-8955.

• **USS Henry W. Tucker (DDR 875) 1955-58**—Reunion being planned. Contact Ron Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

• **USS Laffey (DD 724)**—Reunion April 14-19, 1985, Patriots Point, Charleston, S.C. Contact Tom Fern, Box 319, Agawam, Mass. 01001.

• **USS Luce (DD 522)**—Reunion April 16-19, 1985, Patriots Point, Charleston, S.C. Contact J.C. Phillips, 2521 S.E. 60th, Ocala, Fla. 32671; telephone (904) 629-5348.

• **USS Luce (DD 522)**—Memorial service May 4, 1985, Mayport, Fla. Contact James C. Phillips, 2521 S.E. 60th St., Ocala, Fla. 32671; telephone (904) 629-5348.

• **USS Buckley (DD 808)**—Reunion April 16-19, 1985, Patriots Point, Charleston, S.C. Contact Charles Bill Black, Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **USS LST 345**—Reunion April 17-19, 1985, Norfolk, Va. Contact Robert White,

Route 2, Box 12, Siler City, N.C. 27344; telephone (919) 742-3736.

• **USS Loy (APD 56/DE 160)**—Reunion April 19-21, 1985, Naples, Fla. Contact Harold E. Krantz, 3112 Gordon St., Naples, Fla. 33962.

• **Naval Test Pilot School**—Reunion April 20, 1985, NAS Patuxent River, Md. Contact Lt. Cmdr. Brian Young, U.S. Naval Test Pilot School, NATC Patuxent River, Md. 20670-5304; telephone (301) 863-4107.

• **USS Bryant (DD 665)**—Reunion April 24-28, 1985. Contact Everette P. Owens, 1241 Cape Charles Ave., Atlantic Beach, Fla. 32233; telephone (904) 248-5578.

• **Association of Naval Aviation**—Convention April 25-28, 1985, Crystal City, Arlington, Va. Contact Ms. Jeri Colenda, P.O. Box 2381, Arlington, Va. 22202; telephone (703) 979-8723.

• **USS Belleau Wood (CVL 24)/Attached Air Groups**—Reunion April 25-28, 1985, Jacksonville, Fla. Contact Richard Fread, P.O. Box 846, Annandale, Va.; telephone (703) 642-5670.

• **USS Jenkins (DD 447)**—Reunion in May 1985, West Covina, Calif. Contact V.H. Martin, 25620 Oak St., Lomita, Calif. 90717; telephone (213) 539-0946.

• **USS Little (DD 803/DD 79/APD 4)**—Reunion May 3-5, 1985, Boston. Contact Franklyn A. Whall, 53 S. Fairview St., Roslindale, Mass. 02131; telephone (617) 325-6654.

• **Marine and Naval Aviators, Aviation Ground, NAPs with Marine Air**—Reunion May 4, 1985, MCAF Quantico, Va. Contact Judy Skinner, MCAF Quantico, Va. 22134-5060; telephone (703) 640-2442.

• **South China Patrol/Yangtze River Patrol**—Reunion May 8-11, 1985, San Jose, Calif. Contact J. Geyer, 1056 Bobolink Dr., Virginia Beach, Va. 23451.

• **VB/VPB 106**—Reunion May 15-19, 1985, Norfolk, Va. Contact Gordon K. Ebbe, 2211 Wynkoop Dr., Colorado Springs, Colo. 80909; telephone (303) 596-3087.

• **USS Somers (DD 381)**—Reunion May 17-19, 1985, Lchigh Acres, Fla. Contact Paul J. Gries, 508 N. Richmond Ave., Lchigh Acres, Fla. 33936; telephone (813) 369-7153.

• **LST 398**—Reunion May 17-19, 1985, Virginia Beach, Va. Contact Martin A. Melkild, 1908 E. Front St., Traverse City, Mo. 49684.

• **USS Yorktown (CV 5)**—Reunion May 23-26, 1985, Denver. Contact Bob Johnson, 5791 South Spotswood St., Littleton, Colo. 80120.

• **MOB #1 Hospital, 1940-43**—Reunion May 25-26, 1985, Norfolk, Va. Contact G.T. Parkinson, 8271 Briarwood Circle, Norfolk, Va. 23518; telephone (804) 587-5043.

• **USS Tangier (AV 8)**—Reunion May 30-June 1, 1985, Savannah, Ga. Contact Jack Schoemaker, 4 Leeds Gate Road, Savannah, Ga. 31406.

• **USS Hornet Club**—Reunion June 7-9, 1985, Bedford, Mass. Contact Connie Masse, P.O. Box 277, Rehoboth, Mass. 02769.

• **USS Essex (CV/CVA/ CVS 9)**—Reunion June 12-15, 1985, Williamsburg, Va. Contact Jack Gallagher, P.O. Box 3156, Lakewood, Calif. 90711-3156.

• **USS LST 951**—Reunion June 14-16, 1985, Nashville, Tenn. Contact Don Heuer, 266 E. Main St., Bakesville, Ark. 72501; telephone (501) 793-3566.

• **USS Yew (YN 32)**—Reunion June 15-16, 1985, Bristol, Pa. Contact C.D. Theobald, Box 158, Route 1, Rock Hall, Md. 21661; telephone (301) 639-7530.

• **USS Wadleigh (DD 689)**—Reunion June 20-23, 1985, Fort Lauderdale, Fla. Contact Sheff L. Devier, 918 Tyler St., Hollywood, Fla. 33019; telephone (305) 921-2596.

• **USS Titania (AKA 13)**—Reunion June 21-23, 1985, Middle Amana, Iowa. Contact Cliff Trumpold; telephone (319) 622-3103.

• **79th Construction Battalion**—Reunion June 21-23, 1985, Los Gatos, Calif. Contact Joanne Lewis, 20410 Via Santa Teresa, San Jose, Calif. 95120; telephone (408) 997-1265.

• **USS Reno**—Reunion June 21-23, 1985, St. Louis. Contact Louis A. Trebino Jr., 343 Dairy Road, Auburn, Calif. 95603; telephone (916) 885-3835.

• **USS Shangri-La (CV 38)**—Reunion June 21-22, 1985, Wickliffe, Ohio. Contact Robert P. Kissig, 6018 Harrison St., Mentor, Ohio 44060.

• **Naval Weather Service Association**—Reunion June 26-29, 1985, Las Vegas, Nev. Contact Herb Goodland, 786 Cristy Lane, Las Vegas, Nev. 89110.

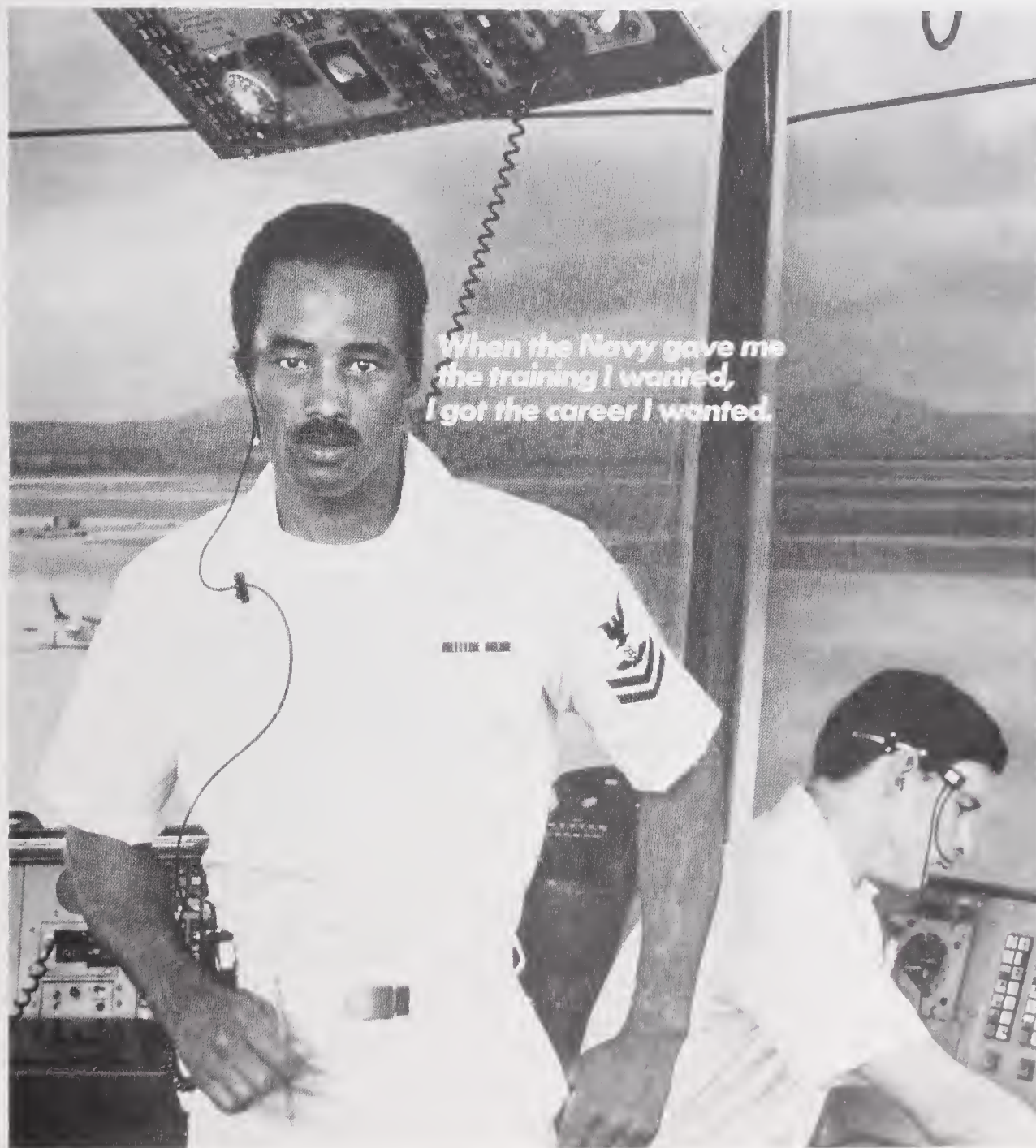
• **USS LST 479**—Reunion June 27-30, 1985, Norfolk, Va. Contact Chet Carbaugh, 3263 Pioneer Dr., S.E., Salem, Ore. 97302; telephone (503) 362-5912.

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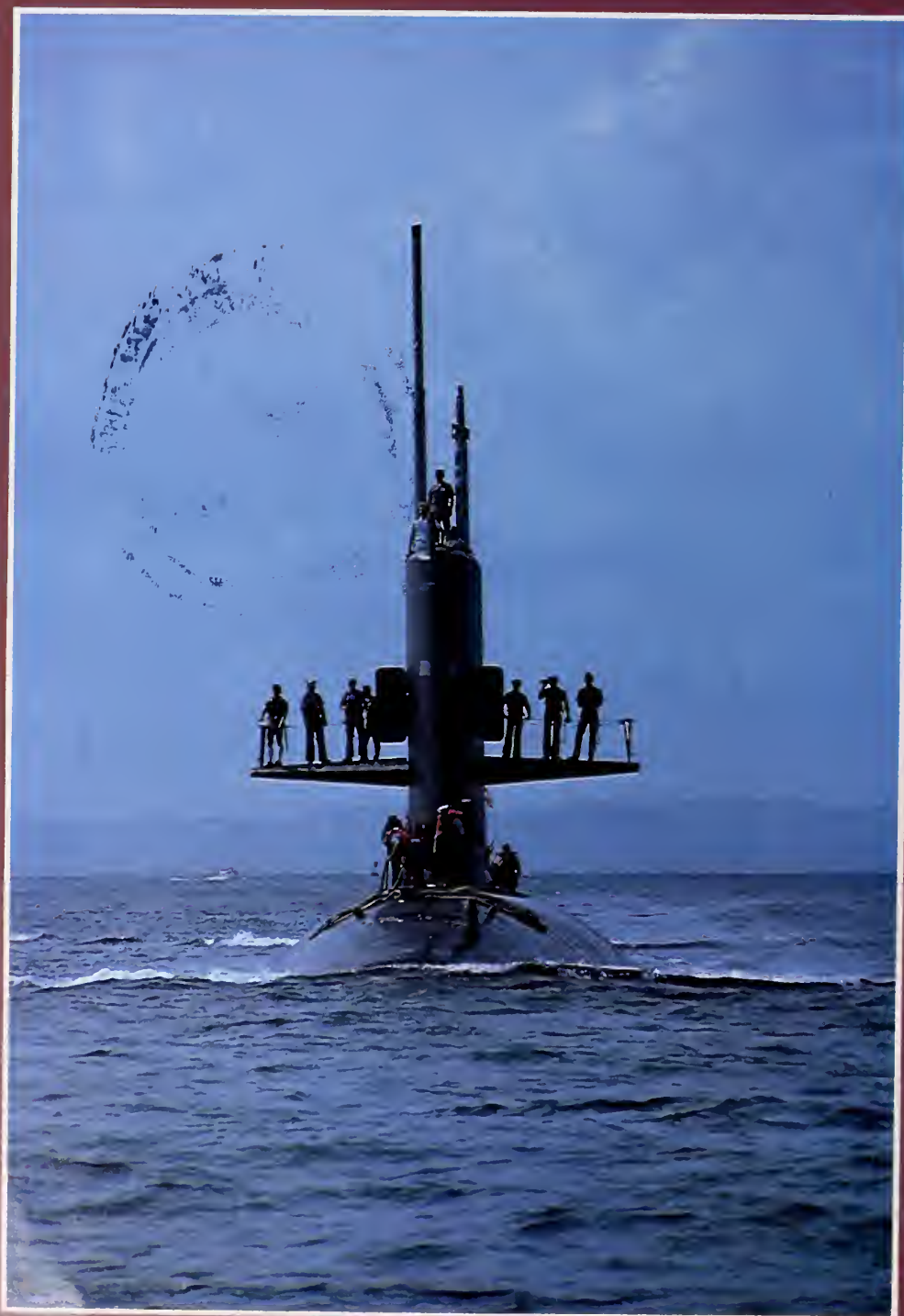
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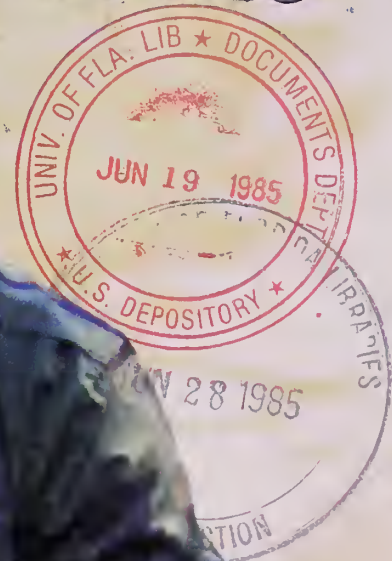
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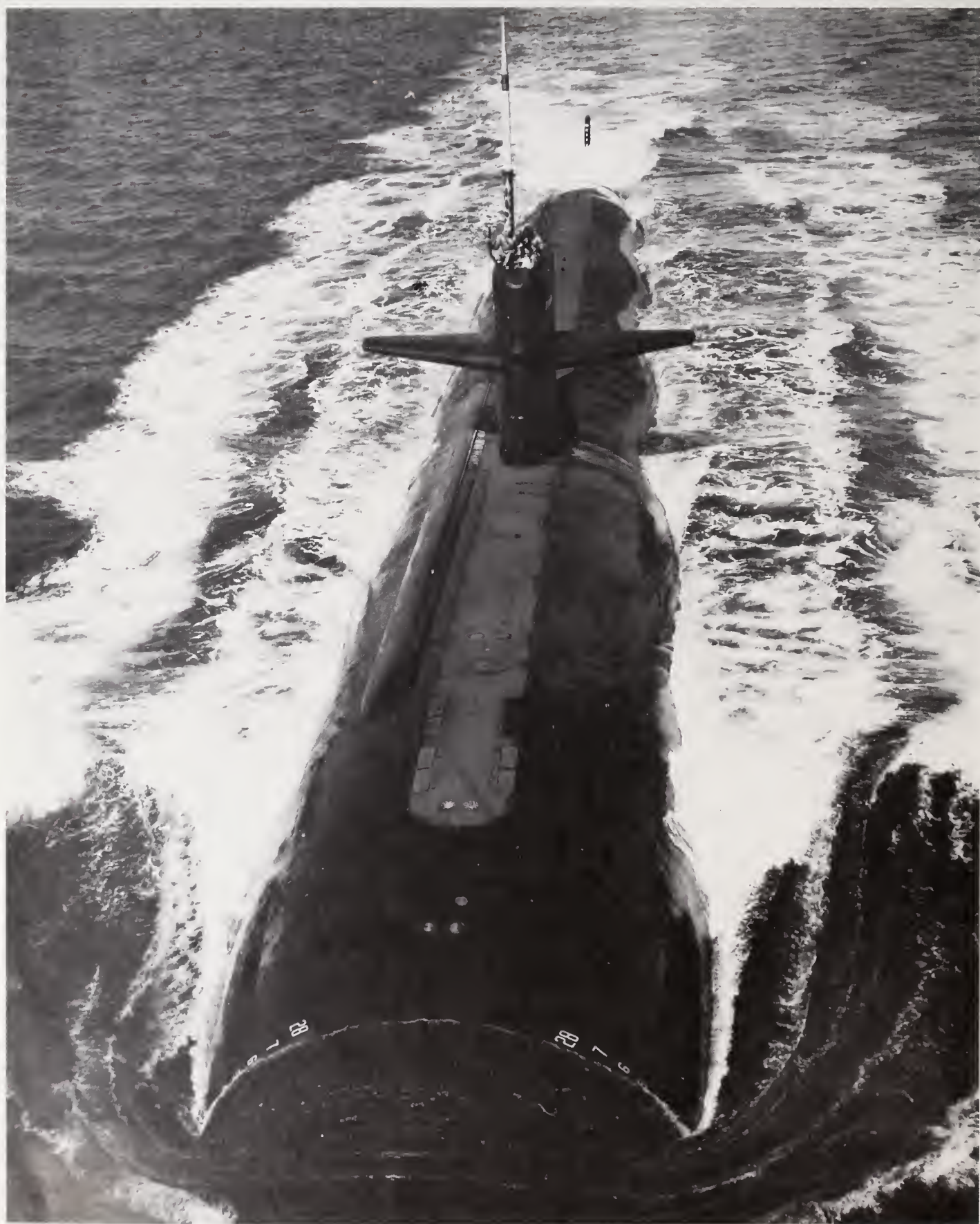
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**Submarine force 85th anniversary, April 1985**  
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## Covers

**Front:** Members of SEAL Team 4, BM1 Mark Blasen, foreground, and PH2 Peter Rogers, participate in a training exercise. Photo by JO1(SS) Peter D. Sundberg.

**Inside Front:** Bow-on view of the nuclear-powered attack submarine USS *San Francisco* (SSN 711).

**Back:** Visitors view one of the many exhibits in the Naval Aviation Museum at NAS Pensacola, Fla. Photo by PH2 Paul Erickson.

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# The Navy SEAL

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## The ultimate warrior

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Story and photos by JO1 (SS) Peter D. Sundberg

A common phrase during the Vietnam War was that "the day belongs to us but 'Charlie' owns the night."

Charlie (the Viet Cong) lost ownership of the night the moment the first Navy SEAL—Sea, Air, Land team—began operating in the lush Vietnamese countryside. The Viet Cong, especially those who occupied the flat Mekong Delta, learned to fear the unpredictable Navy commandos more than any other U.S. weapon employed against them.

Who are these sailors who instill such terror in their enemies, who have been referred to as "men in green faces" and the "ultimate warriors?"

SEALs make up the Navy's special warfare community which has always been low key—almost to the point of secrecy. Their forerunners, the frogmen of the Navy's Underwater Demolition Teams were born of secrecy during World War II.

\* \* \*

On Nov. 20, 1942, tragedy struck during the invasion of the Japanese-held island of Tarawa. Waves of landing craft carrying troops from the 2nd Marine Battalion went aground on a submerged coral reef about 1,500 yards from the beach. As the heavily-laden Marines waded ashore,

hundreds were killed by lethal enemy gunfire and hundreds more drowned.

Military planners recognized that future amphibious invasions would be jeopardized if pre-assault hydrographic information was not obtained and if natural and man-made obstacles near the beaches were not destroyed. The solution was to form units of combat swimmers.

Volunteers, who were experienced swimmers and physically capable, were recruited from the Seabees and Navy/Marine Scouts and Raiders. The team, designated the Navy Combat Demolition Unit (NCDU), was formed and trained in the summer of 1943 at Fort Pierce, Fla.

An intensive physical training program, based on a theory that men are capable of 10 times more physical output than was believed possible, was devised. Demolition was emphasized, and methods to destroy the type of obstacles expected at Normandy were developed. Grueling night operations conducted in the snake- and alligator-infested Florida swamps produced Navymen who were at home with water, mud, exhaustion and hostile beings—human or otherwise.

NCDU men were on Normandy beaches long before D-day. One frogman, retired Navy Capt. Phil H. Bucklew, went ashore at Normandy three times during the six

# The Navy SEAL

months preceding the landing. On one such foray, Bucklew, hampered by German sniper fire, brought back a bucket of sand which provided important information to D-day engineers and intelligence analysts.

Navy combat swimmers, armed with K-bar fighting knives and loaded with demolitions, opened the way for the invading allies. Demolition units worked under a virtual hailstorm of bullets and shrapnel; overall, 41 percent of the swimmers involved were lost on that historic day.

D-day survivors took the lessons they learned in France and headed for the Pacific. Most UDT operations occurred in conjunction with the island-hopping campaign then in progress. Sophisticated methods made the UDTs an effective weapon. The methods, though highly developed, still pitted the virtually weaponless swimmers against obstacles and men.

One ex-frogman remembered those swimming raids. He recalled standing waist deep in water, helplessly watching nearby Japanese defenders shoot at his teammates.

"It was pretty demoralizing at times," he said, "but it could be humorous also. Especially when we dropped a few feet underwater and caught the spent Jap slugs in our hands for souvenirs."

From the Normandy operation through the end of the war, UDT losses were only about 1 percent.

The cloak of secrecy surrounding the frogmen lifted after World War II, and the UDT community was reduced in 1946 from 34 to five teams; three on the West Coast, two on the East Coast.

The UDTs were back in action during the Korean War where their operations set the scene for today's SEALs.

In September 1950, Navy swimmers led the amphibious assault at Inchon, South Korea. They charted the harbor, affixed buoys to shallow and submerged obstacles and engaged the enemy at close quarters in his own back yard.

The teams improvised and introduced a number of innovations to the war. In addition to the teams' more traditional mission of reconnaissance and clearance of the area from the 3½ fathom curve to the

high-water mark on a prospective beach, the Navy men conducted night raids against a variety of enemy targets and began employing guerilla tactics behind enemy lines. On one occasion, a detachment of frogmen aided the 41st Royal Marines in hit-and-run strikes against railroad activities along Korea's northeastern coast.

The Korean conflict spawned many new missions for combat swimmers—paramount among them was the evolution of the Navy commando. UDT equipment grew from goggles and boots to sophisticated closed circuit diving rigs; from dynamite to more dependable plastic explosives. They grew into a compact, hard-hitting, highly mobile outfit—and they moved inland.

In January 1962, the Navy's special warfare community was created. Volunteers came from the ranks of the UDTs. SEAL Team 1 on the West Coast and SEAL Team 2 on the East Coast were trained and equipped for unconventional warfare, counter-guerilla and clandestine operations in maritime and riverine areas of the world.

SEALs were capable of destroying enemy shipping and harbor facilities. They could infiltrate behind enemy lines to work with agents and kidnap officials within the hierarchy of an enemy infrastructure. They also could conduct reconnaissance, surveillance and intelligence-gathering operations.

Within a month of commissioning, the first SEALs were operating in Vietnam.

"The name of the game was to go in and capture officials in their own hamlets or homes," said a 30-year SEAL veteran.

"Unfortunately, stories came out of Vietnam that our job was to assassinate people. Capturing them for their information was much more important," said the SEAL. "To go in and just kill somebody. . .well, anyone can do that."

In addition to their combat-related activities, SEALs also aided the civilian populace in civic action missions.

When forced to fight, and usually against greater numbers, SEALs have been known to use a variety of weapons: from crossbows to M-16 rifles, Stoner light machine guns, shotguns, grenade launchers and bare



hands. During the Tet Offensive in 1968, a SEAL platoon liberated a provincial capital owned by the Viet Cong. They proved their versatility by adopting an infantry role and conducting fierce house-to-house fighting.

In spite of the fact that they were supposed to let the main forces do battle against the Viet Cong, some war reports stated that SEAL kill ratios in Vietnam came to 150–200 enemy dead for every SEAL fatality.

The Vietnam-era special warfare community became the most highly decorated naval unit in history. As such, the war, and the press which reported it, created a mystique which continues to surround the teams.

\* \* \*

"We don't have a firm definition of what constitutes a Navy SEAL," said B.D. Smith, commanding officer of SEAL Team 4.

"However, I view the Navy SEAL as a unique individual; a guy who's a little bit out of the ordinary, who wants to do things that other people don't want to do," continued Smith.

"He's physically oriented. He likes to run, workout, shoot, dive, and jump out





of airplanes. He likes challenges. A lot of these guys are pretty independent sorts," Smith confessed. "They're hard chargers who want to go out there and operate."

The making of a SEAL begins at the Basic Underwater Demolition/SEAL school at the Naval Amphibious Base, Coronado, San Diego. It's tough, often fathomless and sometimes seemingly absurd—but it conditions a man to go as far as he possibly can, and then some.

SEAL aspirants must pass a thorough screening before their requests for BUD/S are processed. On the West Coast, screening is handled by Naval Special Warfare Group 1. An East Coast sailor, however, will be screened by Master Chief Storekeeper Dennis Drady, SEAL Team 2. He is the East Coast in-service recruiter for special warfare.

"Right now, a lot of people are getting misinformation about our program. There are too many stories about what a SEAL is supposed to be. When I go aboard a ship or naval station, no one really believes I'm a SEAL because of my height," said the 5-foot-3-inch Drady.

He is the first to admit that he often shatters peoples' illusions of the Navy SEAL. He also is proof that BUD/S, coupled with advanced training, can produce



a warrior capable of 10 times the physical output ordinarily believed possible.

"A man's size isn't important," stated the master chief. "The program we sell is hard, however, and we're looking for the best—that means academically, physically, mentally. We're not looking for the superjock. We're looking for the guy we

Top: SEALs ride a motorized rubber raft toward a beach landing. Above: Combat swimmers emerge cautiously from the water before going ashore.



# The Navy SEAL

can count on when the countin' counts."

A sailor's future in special warfare begins with a physical fitness screening. The test starts with a 300-yard, 7½-minute swim. One of the basic underwater recovery strokes—breast stroke or side-stroke or a combination of both—must be used.

During a 10-minute break, applicants change into physical training clothes—shirts, long trousers and high-top boots. SEAL team hopefuls then must complete 30 sit-ups in two minutes, 30 push-ups in two minutes, and six pull-ups with palms facing outward. A two-minute break is allowed between each exercise.

The final test is a one-mile, 7½-minute run. The run is conducted in long trousers and boots because that is the standard running attire in BUD/S. "No color coordinated, designer jogging togs for these guys," said Drady.

The screening may appear to be an easy test of a man's mettle, but 85 percent of the applicants fail in the swim or pull-up sequence.

Drady cites lack of training for the failures.

"A man might run six miles a day and get good times. Maybe once a month he'll do the swim under 7½ minutes," stated Drady. "The problem these young kids have is that they don't realize that the combination of screening exercises strains different body parts. They don't train for what seems like the easier exercises.

"A man will really put out on the swim, and by the time he gets to the chin-ups, he doesn't have anything left in him. He'll strain himself on the chin-ups, and then he'll fail the run. One thing leads to another."

If an applicant fails the screening, he must wait six months for a re-screening.

Shipbound men often don't have appropriate training facilities and are at a disadvantage. However, Drady remains steadfast to the screening requirements.

"I explain what's expected of the men. I also make it clear that if they don't feel ready, it's no disgrace to step down from the starting blocks," said the veteran SEAL.

"Once they start, they either make it

or they don't. I don't give them one extra second or one less push-up or pull-up."

Drady recommended conditioning-type exercises for those contemplating the physical screening. According to him, the best overall conditioning exercise, especially aboard ships, is skipping rope. In addition, he advised hopefuls to self-test themselves at least three times successfully before they participate in his screening.

Additional requirements are:

- applicants must be 30 years old or less on BUD/S class-convening date;
- must be E-6 or below;
- have a minimum combined GCT/ARI score of 104;
- pass a diving physical;
- pass a pressure and oxygen tolerance test;
- meet minimum performance standards;
- have 36 months obligated service from class-convening date.

When all requirements have been fulfilled, the applicant forwards his package to NMPC 401-D, the special warfare detailer's desk.

"Normally, a man will receive orders to BUD/S within three months of completing his screening and sending his package to Washington," said Drady.

Basic Underwater Demolition/SEAL training is presently a 23-week course. The three-phase training begins with a two-week indoctrination. Students start a routine of long distance running and swimming, and from there they go to Phase I.

Phase I develops the students' mental and physical abilities and pushes them to their limits to test endurance under stress. Students also are taught the use of basic SEAL equipment, how to conduct reconnaissance missions and emergency combat medical aid.

Phase I ends with "hell week." Students' physical, emotional and mental abilities are strenuously tested during a variety of distasteful and adverse situations.

Phase II trains students as combat swimmers. The men become experts with open, semiclosed and closed scuba gear as well as the physics of diving and the



treatment of diving-related medical disorders.

Phase III consists of eight weeks of land warfare operations. Small unit tactics, patrolling, ambush techniques, weapons, explosives and other tactics are taught.

The BUD/S attrition rate is high—50 percent or more fail to graduate. Although the training is physically grueling, failures aren't always because of physical requirements.

"People coming into the program tend to overlook the academic part of the training," said Drady. "Actually, we lose about 20 percent of the overall failure figure due to academics.

"When UDTs were formed, the basic





animal just had to be able to pack a lot of demolitions, swim in, do his job and get back. We've become more sophisticated over the years.

"We're using advanced weaponry, sophisticated electronic systems. Our people have to be able to remember more data such as demolition calculations, velocities, diving medicine and timetables."

Following graduation from BUD/S, novice SEALs attend the Army parachute school at Fort Benning, Ga., or Naval Air Technical Training Center, Lakehurst, N.J. They then go to a SEAL team or a SEAL delivery vehicle team where they continue their training.

New team members are put through

SEAL Tactical Training before assignment to an operational platoon.

According to Cmdr. R.M. Rieve, commanding officer of SEAL Team 2, SEALs have been involved in virtually all hostile incidents in which a U.S.-backed contingency response has been required.

"We're such a small unit that we do well in responding to contingencies," explained Rieve. "We train in the skills that put us there first. We're flexible, mobile and, most importantly, we know each other well."

The special warfare community is undergoing changes, expanding its mission worldwide and increasing in size. In May 1983, the UDTs were decommis-



**Above left: After hitting the beach, SEALs immediately begin patrolling. Above: A SEAL strings detonation cord.**

sioned and their mission absorbed by SEAL teams. In 1985, SEAL Team 8 will be formed on the East Coast and the present teams will be increasing personnel strengths. BUD/S will have an increase in instructor billets, and there will be a need for qualified people in special warfare.

"For the individual who really wants something that's challenging, different and rewarding," said Drady, "this is the only place to be!" □

*Sundberg is assigned to FltAVComLant.*



# Assignment SEAL: Life on the edge

Story and photos by JO1 (SS) Peter D. Sundberg

The murderous Vietnamese sun beat relentlessly down on Seaman Apprentice Jim Rowland's back as he worked on the ship's hot steel deck. The deck reflected and intensified the 105-degree heat.

The young sailor had spent a year on the converted tank landing ship ferrying Army troops up and down the Mekong Delta. He soon would head back to the real world and hoped he'd never see the brown waters and green jungles of the delta again.

Laughter, mixed with the sound of a high speed outboard engine, caught Rowland's attention.

"I saw a SEAL support craft tearing through the water," he recalled. "The SEALs were water skiing and really having a great time. Right then I knew there were better things in the Navy."

Rowland didn't know anything about SEALs, but he found someone who did—a signalman who had been through Basic Underwater Demolition/SEAL training.

Rowland took his screening test, passed and received orders to BUD/S where he underwent some of the most brutal training the military offers anywhere in the world. It's so tough that fewer than half of the volunteers graduate. He made it through BUD/S, but it was no easy task.

"It was a very physical thing," explained Rowland, "but motivation played an important role, also. I'd say it was about 60 percent mental, 40 percent physical." Rowland believes that mental toughness is the main thing in the teams.

"Anybody can go out there and hump rucksacks, do calisthenics and all that," he said, "but can you do it when some-



BMCS Jim Rowland.

one's screaming in your ear all day and continually getting you up in the middle of the night?

"It's easy to quit—you'll be gone the same day because they don't want to keep you around. It's not like you were forced to do it."

Rowland graduated from BUD/S and volunteered for a SEAL team. Half of his classmates were assigned to SEAL teams, the remainder went to an underwater demolition team. UDTs at that time also were operating in Vietnam. They differed from SEAL teams in that they conducted operations from submarines and river patrol boats and were primarily tasked with assisting amphibious operations by conducting reconnaissance and demolition work in the Vietnamese waterways. In many instances, however, they patrolled the hinterland as well as the beaches.

After assignment to SEAL Team 1 at

Coronado, San Diego, Rowland attended a variety of schools which included parachute training, advanced weapons training, intelligence gathering, advanced demolition training and Vietnamese language training.

Rowland was assigned to a platoon of 14 SEALs and sent to Vietnam as part of a direct action team. Only four men in the team were combat veterans, but being rookies didn't worry the green SEALs.

"The instructors who put us through training were all Vietnam vets," said Rowland. "They had so many war stories to tell that by the time we deployed everyone was really psyched up, nothing scared us. You just wanted to get in there and operate. You wanted to prove yourself."

Rowland's platoon proved themselves many times in the 63 combat operations they ran during six months in-country. A mission could last as long as six days, but most were short operations conducted at night. SEALs would leave at dusk, work during the night and return just before dawn. Many missions were ambushes in which SEALs would often crouch all night near suspected avenues of enemy movement.

"Before they came out with the Rules of Engagement, which stated that you couldn't shoot at anyone unless they fired first—a rule I didn't particularly agree with—it was understood that anyone who moved after dark was fair game," said Rowland.

"If you were a local, such as a VN (Vietnamese) farmer, you went home at sundown and stayed there 'til sunup. Only the bad guys worked at night, so we'd set



up ambushes in areas frequented by the VC (Viet Cong)."

SEALs are supposed to carry out their missions without exposing themselves to major engagements; but combat isn't always avoidable.

Rowland was no stranger to combat confrontations and admits that some operations were more interesting than others.

"Our sources knew about a VC weapons center that had been operating deep in the jungle," said Rowland. "They knew about the place for about a year, said it was impregnable, said they could send a full division in there and they'd get their butts waxed!

"We went in with two platoons and hit it."

After heavy fighting, the SEALs captured the weapons center and discovered that the VC were actually fabricating and building rockets. In addition, they were taking mini-guns recovered from downed helicopters, adapting them to M-1 carbines (.30 caliber) and using the barrels to shoot 7.62 caliber ammunition.

"They had drill presses, generators and everything right there in the jungle."

In late 1970, Rowland was one of 15 SEALs to break into a Viet Cong prisoner of war camp and fight a running battle with camp guards. The Viet Cong retreated, leaving behind 19 Vietnamese prisoners of war and a small amount of weapons and supplies.

"The people we liberated were kept in cages like you'd see in a circus," recalled Rowland. "Some of them had been prisoners for more than four years."

Rowland added that they always hoped they could find American POWs. In fact, two Americans had been in the POW camp the day before the SEALs struck.

"I've got to hand it to the VC in the way they handled American prisoners," explained the SEAL. "By the time we got intelligence on where they were, got our assets lined up and moved on where they were supposed to be, the Americans were gone."

It was later discovered that the Viet Cong would never keep Americans in one place for more than 24 hours—until they moved them north to Hanoi, Vietnam.

Not all operations were successful. Rowland's last patrol almost cost him his life. In fact, he was scheduled for rest and relaxation but elected to participate in one more operation.

Six men of Rowland's team were ordered to return to a previously patrolled operating area. Two helicopter gunships led the way, the SEALs followed on board a "slick" (unarmed helo). Rowland and the team's radioman rode on the skids outside the helo as it skimmed along 500 feet off the ground. Suddenly, gunfire erupted



**In Vietnam, SEALs like Rowland wore a camouflage shirt, jeans, a bandana—but no footwear. Jungle mud often sucked their boots from their feet.**

from the jungle. The radioman took two rounds in the shoulder and was blown back into the helo.

"If he'd been hit from a different angle he would have been blown off the skid and killed," said Rowland.

The slick raced back to base camp with the wounded man. "We landed, got the radioman temporarily patched up and into an ambulance and picked up another radioman."

In the meantime, the gunships had re-

mained on station and had attacked and killed eight Viet Cong.

"They reported that all firing had stopped, so we went back in," said Rowland.

The SEALs landed, collected the Viet Cong weapons and loaded them aboard the helo. The helos took to the air above the SEALs as they began patrolling.

As point man, Rowland led his men along a dike line that ran between numerous rice paddies.

"We were about 25 meters from another dike when we were ambushed. All hell broke loose," recalled Rowland. "I got hit in the groin and blown back."

Within seconds, four of the six-man element had been wounded. The circling gunships began shooting rockets and miniguns as suppressive fire but the enemy continued to direct a heavy stream of fire at the SEALs position.

Only when Rowland had expended his ammunition did he begin a slow retreat.

"I started crawling back to a dike line behind us when I caught a round in the back," said Rowland. "Then I knew these guys weren't messing around; they were serious. I said, 'The hell with this,' and rolled over into a rice paddy filled with water."

The pinned-down SEALs called the slick and requested extraction.

"The pilot came back on the radio and said, 'I can't come in, I'll get shot down,'" recalled Rowland. "Our assistant officer in charge called back and told the pilot, 'You better come and pick us up, or we'll shoot you down.' Needless to say, the helo came in, loaded us aboard, and we got out of there."

"It seemed like we were on the ground for hours," confessed Rowland. "We later found out that the total elapsed time was only 23 minutes."

That 23 minutes cost Rowland, now a boatswain's mate senior chief, two years of his career when he was discharged from the Navy as a result of his wounds. He later resumed his career after a medical re-evaluation and continues to serve as a SEAL. □

*Sundberg is assigned to FltAVComLant.*

# Navy bands and floats enliven Mardi Gras



Photo by PNZ Donna Grace Schwenter



Photo by Cmdr Ron Toth



One of the most spectacular Mardi Gras celebrations seen in New Orleans in many years featured a guided missile frigate visit, two ship floats and more than 100 musicians representing four Navy bands.

According to New Orleans city officials, the celebration—which ended at midnight, Feb. 20—“was one of the biggest and safest in recent years.” Crowd estimates for the total celebration were more than 2 million people.

“New Orleans is always ready to welcome the Navy, and we are most appreciative of their significant participation in our Mardi Gras celebration,” said New Orleans Mayor Ernest N. Morial.

On Feb. 16, USS *Fahrion* (FFG 22), commissioned in 1982, docked at Bien-

ville Wharf for a three-day visit. Hundreds of visitors toured the ship during an open house. A special Dial-A-Sailor phone line was set up for area residents who wanted to show their city to visiting sailors.

In 1983 while deployed to Beirut, Lebanon, in support of the Multinational Peacekeeping Force, *Fahrion* set an endurance record for its class—67 continuous days at sea.

Navy bands from Memphis, Tenn., Charleston, S.C., Great Lakes, Mich., the U.S. Naval Academy, Annapolis, Md., and Naval Support Activity, New Orleans sponsored two floats: MGS (Mardi Gras Ship) *Apollo*, a newly commissioned, scaled-down aircraft carrier, and *Old Ironsides*, a replica of the famous veteran. The

flattop made its maiden voyage down narrow, crowded streets and made 11 deployments during the 12-day Mardi Gras cruise.

According to Musician 1st Class Sam Christ, supervisor of *Apollo*'s construction, the schematics of the 33-foot, 4-inch carrier were made by Beth Smith, wife of band member Musician 3rd Class Leonard Smith.

“We made a few changes from Mrs. Smith's basic design, such as making it wider and a bit longer, with some safety and stability features added as well,” said Christ. “But it's still pretty much the same design as originally drawn up by her.”

The ship was 12 feet across at its widest point and was built on top of the same



Photo by Lt. Cmdr. George Gillett

Above left: USS *Fahrion* (FFG 22) arrives in New Orleans during Mardi Gras 1985. Left: The 4th Marine Air Wing Band marches down Canal Street in a Mardi Gras parade. Above: Navy Band New Orleans plays during one of more than 30 Mardi Gras parades in the “world's longest block party.”

# Mardi Gras

flashed that held the old gazebo float which was "decommissioned" and dismantled after last season.

Three units of Navy Band New Orleans—Steel Band, High Tide and the Show Band—alternated performances aboard the floats during the parade season.

Navy Band Memphis provided two groups: rock band, Atlantis, and country and western band, Country Empire. They rode in the parades aboard a Mississippi River stern-wheeler float.

Navy Band Charleston provided two units: rock band, Pride, and country and western band, Tradition.

Navy Band Great Lakes provided a Dixieland band, and the U.S. Naval Academy Band was the Original Crab Town Stompers. Both bands rode in several parades. □



Photo by Lt. Gary MacDonald

Right: A Navy Mardi Gras float is filmed.

## Musicians entertain disabled patients

Story by Cpl. Bill Ridley, USMC

Navy Band Memphis made a trip down the mighty Mississippi to take part in New Orleans' most unique Mardi Gras parade Feb. 14.

The sixth annual Krewe of Charity Hospital at New Orleans' Louisiana Rehabil-

itation Institute hosted the Navy's premier country and western band Country Empire.

Louisiana Rehabilitation Institute's parade, the city's oldest krewe for physically disabled adults, is held each year to allow physically disabled patients an opportu-

nity to participate in New Orleans' greatest annual tradition.

Musician 1st Class George Uterhardt explained the Memphis sailors' involvement.

"During our 12-day stay in New Orleans, we played in about 15 parades. This parade is a highlight for us because of its small size and the enthusiasm of the handicapped people involved in it."

The parade route circled the hospital as participants threw plastic beads and doubloons into the crowd.

Hospital patients and staff were dressed in costumes and "rolled" on special floats made of decorated wheelchairs and stretchers.

This year marked Navy Band Memphis' first participation in the hospital's parade. The five-piece country band rode on a float designed as a riverboat, which band members built themselves. □





# Hafner, Weiner named top 1984 recruiters



**Lt. Edward Hafner**

Lt. Edward J. Hafner has been named the Navy's Officer Reeruter of the Year 1984 for a second year in a row for his work in Harrisburg, Pa.

Signalman 1st Class Michael J. Weiner was named the Navy's Enlisted Reeruter of the Year 1984 for his efforts in New Jersey. Both men are from Navy Reeruiting Command Area 1, where Weiner was the area's top enlisted recruiter in 1983.

Navy Reeruiting District Jacksonville, Fla., ranked first among all reeruiting districts in the nation in meeting and exceeding its reeruiting goals, with NRD Denver close behind. San Francisco won top honors among the nation's six largest recruiting districts.

Other reeruiters honored for outstanding achievement in fiscal year 1984 in the Navy Recruiting Command's annual Reeruter of the Year officer recruitment program were Lt. Richard Page, NRD Min-

neapolis; Lt. Bruce Kimmick, NRD Denver; Chief Navy Counselor Michael Daniels, NRD Jacksonville; Lt. Earl Thomson, NRD Seattle; and Lt. Cmdr. Terry Green, NRD Louisville, Ky.

Honored for outstanding achievement in the enlisted recruitment program were Chief Boatswain's Mate Fred Ledbetter, NRD Denver; Navy Counselor 1st Class Mark Whalls, NRD Indianapolis; Aircrew Survival Equipmentman 2nd Class Roger Haefner, NRD Chicago; Chief Electrician's Mate Manuel DeLeon, NRD San Diego; and Machine Repairman 1st Class Jon Saunders, NRD Jacksonville.

Hafner recruited 160 officers in less than three years. In 1984, he signed up 41 officers, despite tougher standards. Weiner averaged more than 76 enlistments a year during the past three years, and was on the Commander Navy Recruiting Command Honor Roll for 16 months. □



**SM1 Michael Weiner**

# Training the Navy's legal community

It's a small courtroom, and its near-perfect condition testifies to its newness.

The only thing on the walls is a fresh coat of white paint. Marbled white floor tile—the type one expects to find in a formal institution—reflects the room's soft fluorescent lighting. The chamber's polished hardwood fixtures lend a distinct air of authority.

Lt.j.g. Marc Laverdiere pushes his chair away from the defense table, rises to his feet and surveys the quiet surroundings.

Sitting at the table directly to Laverdiere's right, a boyish-faced Marine first lieutenant—playing the role of trial counsel—scribbles seemingly illegible notes on a long, yellow legal pad.

Directly across from Laverdiere and his opponent, four prospective members of the jury trial board wait to be questioned. Their outward appearances conceal the fact that each harbors vital information.

Behind an oak railing separating the spectators from the courtroom-proper, a half dozen or so people quietly observe the proceedings. A few take notes.

This could be any courtroom, anywhere, but it isn't.

It is a mock courtroom in the Naval Justice School at Newport, R.I.—principal training ground for the Navy's legal community. From this school, the Navy harvests its crop of legal professionals.

Lt.j.g. Marc Laverdiere (right) checks his notes before addressing members of the court (opposite page).







## Naval Justice School courses

**Senior officer course**—This is one of the school's most popular courses. It prepares commanding officers and executive officers to handle legal affairs at the command level. The one-week session covers non-judicial punishment, courts-martial, search and seizure, administrative discharges and relations with civilian authorities. Traveling instructor teams also teach the course at most major Navy and Marine Corps facilities.

**Legal officer course**—This course prepares junior Navy and Marine Corps officers for duty as legal officers, a billet unique to the sea services. Many small commands do not have full time judge advocates. Legal officers—commissioned officers without law degrees—are used to fill this gap. During a five-week course, these officers learn the basic administration of military justice.

**Lawyer course**—This course trains Navy and Marine Corps officers with law degrees to become judge advocates. The nine-week course stresses development of advocacy skills and prepares new judge advocates to be counsels at special and general courts-martial. The course concludes with a series of mock trials during which the students practice courtroom skills.

**Legal clerk course**—This course trains enlisted people to serve as legal yeomen or legal clerks. The 12-day course covers the

preparation of report chits, service record entries relating to disciplinary infractions and other administrative matters.

**Legalman course**—This nine-week course provides paralegal and electronic court reporting training for petty officers selected for conversion to the legalman rating. The curriculum also includes training in the military justice system, administrative and civil law matters, legal assistance and legal research.

**Reserve legalman course**—A two-week course offered each summer to members of the inactive reserve who are in an in-training status for the legalman rating. Through this three-phase course, reservists can complete the required training for the legalman rating in a four-year period.

**Military judges course**—A three-week course offered once each summer to train active duty judge advocates to serve as special and general courts-martial military judges. The course provides training in military criminal procedure, rules of evidence and military criminal law.

**Senior legalman course**—A two-week course offered each fall to the enlisted leaders of the legalman rating. The course includes training in the budget process, leadership techniques, and the JAG corps' management information system.



Capt. Dennis McCoy (above) explains the importance of the justice school's mock courtrooms (center). Laverdiere (far right) carefully weighs responses to his questions during "voir dire."

As late as last year, justice school students learned military law in a wood-frame World War II building. For three decades, clanging radiators, a temperamental furnace and exposed beams were part of the classroom environment in the old building known as "Splinterville."

Today, the school is housed in former enlisted barracks within a stone's throw of scenic Narragansett Bay. A \$1.5 million rehabilitation project transformed bedrooms into modernized classrooms and provided students with a learning facility in step with the times.

Classrooms are equipped with state-of-the-art audiovisual systems and full color video recording capability. Mock courtrooms give students in the lawyer course a realistic place to hone their skills.

Back in the mock courtroom, the rustle of Laverdiere's papers breaks the silence as the defense counsel gathers his notes and his thoughts and moves to the podium. His client is charged with theft. This is the *voir dire* phase of the trial—the at-

Photo by PH1 Paul Salesi



torney's chance to question the jurors and ensure their competence to sit as members of the court.

Laverdiere knows that some court cases are decided on an attorney's ability to carefully probe the court members and ferret out possible bias or prejudice. He glances at his notes, then turns his attention to the jury box.

At the far right of the courtroom, the military judge—an instructor—leans forward in his seat and rests both his arms on the solid oak bench. From his vantage point, he can see everything in the room.

Laverdiere begins his questioning—one small part of his training as a military lawyer and just one facet of the curriculum offered at the justice school.

Last year, more than 4,000 students received basic, specialized and refresher training through the school's seven courses.

In addition to training lawyers, 16 officer and six enlisted instructors prepare legal officers, military judges and senior officers for their various roles in the military justice system. Enlisted students learn the skills of legalmen, legal clerks and reserve legalmen.

What these students of military law learn



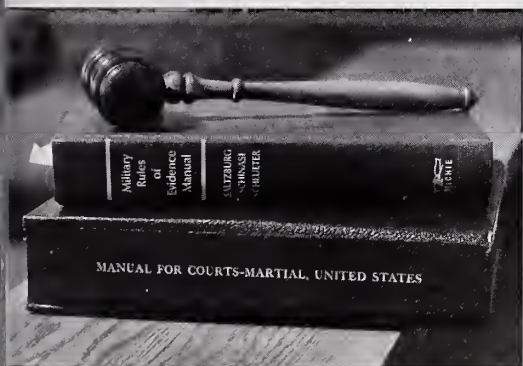


Photo by PHT Paul Salesi



and how well they learn it at the justice school has a direct effect on the quality of military justice throughout the Navy.

Of the school's varied curriculums, however, the training of the Navy and Marine Corps lawyers—members of the Judge Advocate General corps—is a major one. Men and women who have already completed college and law school devote another nine weeks to learning the law from a military standpoint.

The Naval Justice School helps young attorneys make their transition between classroom theory and the practical reality of military law. Mock courtroom exercises are invaluable.

As Laverdiere gives his presentation, the judge listens intently—not only to what

the defense lawyer says, but to how he says it. After a few minutes, the judge looks up from his notes and renders judgment in the form of a comment.

"From the moment you start your opening statement, you're trying to get them (the jury) on your side," he says to everyone in the room. "You have to use eye contact, personality, demeanor, adaptability and whatever else it takes. . .and remember to get the question of 'beyond a reasonable doubt' in early."

His comments are not intended as criticism, but rather as helpful information coming from a teacher. Whatever his students don't already know about courtroom procedure, they must learn at the school. Soon, most of the attorneys in this mock



When not in the classroom, justice school students (above) are often found wading through volumes of law material.

courtroom will stand before real military judges and defend or prosecute real clients.

The Navy can't afford the luxury of giving its new attorneys a long break-in period, so only top notch law school graduates are accepted into the JAG corps. According to one instructor, there are so many cases in the pipeline that the Navy has to have quality people who can get right out there and help clear the dockets.

"A commanding officer of an aircraft carrier can spend up to 25 percent of his time dealing with discipline problems," said Capt. Dennis McCoy, commanding officer of the justice school. "The purpose of the justice school is to train people to help alleviate that burden so the 'skipper' can concentrate his attention on keeping the ship ready to fight."

\* \* \*

The morning after his day in court Laverdiere sits on one of the cushioned benches outside his next class. The passageway's new carpeting muffles the footsteps of passers-by. Laverdiere speaks in a tone suitable for a library—soft, but clear; audible, yet not distracting. What he says highlights the importance of the justice school.

"Lawyers graduate from law school, but they're just not prepared to deal with

the practical side of the law.

"Sure, we can spout off the law to you, and we know why laws are promulgated and how they affect certain economic groups in the country. But to sit down and have a client come in, fill out all the paperwork and take a case from day one right through the appeals process. . . most lawyers don't know how to do that when they get out of law school.

"Sometimes people get out of law school and still don't know where the front door of a courtroom is or what a courtroom may even look like," says Laver-

## Legalman: The

"We're not yeomen, we're legalmen. Think of us in the same way you think of a paramedic. He's the right arm of the doctor. Paralegals are the right arm of the lawyer."

That's how Master Chief Legalman Charles W. Diggs describes his rating. From his position as head of the paralegal division and command master chief at the Naval Justice School, he is quick to add that "most legalmen have more courtroom time than most lawyers."

Just what is this rating about and who are the people in it? According to Diggs, legalmen are dedicated professionals who work with legal officers or judge advocates to provide better services to the fleet.

The legalmen rating was established in 1972 as a means of improving overall legal services in the Navy. It is a conversion-only rating, open to Navy people in other ratings who qualify for advancement to second class petty officer and above. Because of the need for strong administrative skills in the legalman rating, most conversions are from the yeoman community.

In the early years, legalmen served primarily as court reporters. Today, their responsibilities have expanded to that of paralegals.

"I think the thought behind the paralegal program is to relieve attorneys of some of their responsibilities in order to free

Photo by PH1 Paul Salesi



diere, a half smile crossing his face. "Here they show us the front door of the courtroom, where to stand and everything else."

Last fall, Laverdiere found out firsthand just how much law school didn't teach him. He served an internship at a naval legal service office without first attending naval justice school. He is convinced that going through justice school first would have been a blessing.

"A lot of things that I had to do, I learned the hard way because I just didn't have enough exposure to military law," he says. "Had I come here first, I would

have had an easier time. Instead, I spent a lot of time after-hours researching simple issues that I should have known."

Laverdiere now feels better prepared to return to the fleet. He knows he will get a lot of trial practice in his first few years of service. He also knows that as a member of the JAG corps he will be called upon to prosecute ardently for the government in one case and to feverishly defend a client in another.

It is that challenge that brings Laverdiere and so many other attorneys into the Navy.

"If I had gone to work for a firm in Boston, they probably would have stuck me in the back of a law library for the first couple of years. I would have been doing a lot of research—the same type of stuff that I was doing in law school," he says before excusing himself and returning to class. "In the Navy, I get to go to a legal services office. Chances are that I'll be in court within a couple of weeks. If you're interested in trial work, this is lawyer heaven." □

—Story by JO1(SW) E. Foster-Simeon

—Photos by PH2 Perry E. Thorsvik

## lawyer's right arm

them up so they can do more important things. Whether it's in a criminal proceeding or legal assistance, we can take some of the burden off the lawyers by doing some of the routing stuff for them," said Legalman 2nd Class Jay Miner.

"We're halfway between an attorney—who's in a position to dispense legal advice—and someone who is a secretary. We're not authorized to act as attorneys, but a paralegal is someone who works under the supervision of an attorney, doing, in a lot of cases, exactly the same things an attorney would do."

In some cases, paralegals have as much, if not more, responsibility as an attorney. Judge advocates sometimes base their cases on information provided by a paralegal. "If there's an issue at hand and the attorney wants you to research it, the case law that you find and present to him is probably going to determine what argument he makes on that issue in court," said Miner. A judge advocate's success in court may depend on the homework that a legalman has done out of court.

Under a new policy, some legalmen are given a wider range of responsibilities. Seasoned legalmen are being assigned to independent duty at commands that do not rate a judge advocate. These independent duty legalmen are assuming many responsibilities formerly in the domain of



collateral duty legal officers.

The Naval Justice School is keeping pace with new demands placed on the rating. Students graduating from the legalman course are well-versed in the military justice system, administrative and civil law matters, electronic court reporting, legal research and related paralegal techniques.

There are less than 500 people in the legalman community, but the independent duty program is expected to lead to substantial growth in the rating's size. What kind of person makes a good legalman?

"It takes a person with an interest in the law—preferably someone with a love for the law," said Senior Chief Legalman

**A student in the legalman course uses a closed microphone reporting system to document court proceedings.**

Mike Michaels, an instructor for the legalman course. "If a person comes in with an 'it's close enough for government work' attitude, that's not good enough for us."

For those who are interested in the law, the legalman community is the place to be.

"I wouldn't recommend it for someone who's not fascinated with the law and criminal procedure," said Miner. "So far, my experience with the law has been endlessly fascinating. No two days are alike. No two cases are alike." □







# Naval Aviation Museum

## Triple A-rated tour

Story by JO1 Wes Pederson  
Photos by PH2 Paul Erickson

Enter the foyer and look to your right. Preserved under glass hangs a 1- by 3-inch sun bleached piece of white cloth.

Now look to your left. There, also preserved under glass, is a 1- by 3-inch gold colored, metallic set of wings.

Their relationship?

The seemingly insignificant piece of cloth helped cover a crude aircraft that flew 120 feet in 12 seconds. The time was

**Left:** This NC-4 flying boat made the first flight across the Atlantic Ocean in May 1919. **Below:** Aircraft on display often bear the emblems of quality workmanship.





# Museum

Dec. 17, 1903. The place was Kill Devil Hill, Kitty Hawk, N.C. The pilot was Orville Wright.

The thin, metallic-gold wings were worn by the pilot of an aircraft that flew into space for two days. The time was April 12, 1981. The place was Cape Canaveral, Fla. The pilot was Navy Capt. Bob Crippen of the space shuttle *Columbia*.

Between the two is the 70-year history of United States Naval Aviation, displayed in the aircraft, engines, models, and photographs that tell a story at the United States Naval Aviation Museum, NAS Pensacola, Fla.

\* \* \*

A gray-haired woman leaned on the rail of the second story mezzanine, viewing the 20-some aircraft on display below. She turned to her husband and said, "Mind boggling, isn't it?" Her husband nodded slowly and said, "You 'betcha."

A janitor ("Just call me George") stopped his floor buffer long enough to say, "Sure we work hard. But it's one of the best looking museums in the world, if you ask me."

Another couple was overheard as they left at closing time. "What d'ya think? Come back tomorrow?" She replied, "We've got to. I only saw half of what I wanted."

According to retired Navy Capt. Grover Walker, the director, the museum has nearly 150 aircraft, half of them in display condition. "We are constantly on the phone trying to 'wheel and deal' for the aircraft we need to fully tell the story of naval aviation."

Established Dec. 14, 1962, by the secretary of the Navy, the Naval Aviation Museum opened to the public in the spring of 1963 in an old 8,500 square foot World War II building. Today, it is the third largest aviation museum in the country, encompassing nearly 100,000 square feet.

Jim Curray, the museum's photographer and graphic artist, claims, "The museum is where it's at today because of one man—Captain Walker."

Walker disagrees.

"The man who really started this mu-



seum was the late Admiral (Arthur W.) Radford. He realized that the Navy couldn't justify the monies needed to build an impressive and deserving museum. In 1966, he formed the Naval Aviation Museum Association (now Foundation) made up of friends and acquaintances to raise money to build the museum."

The association turned the current building over to the Navy, debt free, April 13, 1975. Now it is a tenant shore activity of the naval air station. Its mission: "To select, collect, preserve, and display appropriate memorabilia representative of the development, growth, and historic heritage of United States Naval Aviation."

As a retired naval aviator, Walker has more than a passing interest in the museum. At least three of the planes he once flew are on the main floor exhibit.

"I started out flying the SBD *Dauntless*," said Walker in his quiet voice, "then







Clockwise from left: The central display in the museum bridges the decades of naval aviation history. Insignias of old squadrons decorate many aircraft. AM2 Nathaniel Moore, stationed at NAS Pensacola, and his wife look over a 1952 axial-flow gas turbine engine. The immaculately restored World War II aircraft are favorites at the museum. Aircraft not on display are stored behind the museum where they await their turn to be shown.





flew the *Corsairs*, and ended up with the F-4 jets."

Walker's 26-year naval career has been beneficial to him in his 15-year tenure as director of the museum. "Many times, someone I have worked with, or who worked for me, has called me and said, 'Say, I've got this old aircraft just sitting here. You interested?'"

Or Walker will get a call from someone "... Let's say from somewhere in Arizona. A grandfather just passed away and left some memorabilia from the time he was a naval aviator in World War I." Walker then will phone the commanding or executive officer of the nearest naval air station and ask if they could get that material. "On almost every occasion," said Walker, "They'll go out there on their own time and send us the material. It's great! The community and the Navy have been excellent supporters of the museum."

When Walker took over as director, the museum had 20 aircraft. Today, there are more than 30 within the museum and more than 40 sitting outside the museum. Unknown to most visitors are the three hangars crammed with aircraft—often wingless—waiting to be displayed. In one hangar, shelves upon shelves are filled with aviation squadron log books, many dating from the early 1920s.

One flight log shows 10 entries in October 1943, each representing a flight. It is the log of Capt. T.E. Pyle, Lt.j.g. Rutherford is listed as co-pilot. The plane was a PBY. "October 15. Hit heavy Jap Cruiser . . . torpedo run." "October 19. Bombed Jap DD."

In another hangar shared with pigeons and cats are 30 aircraft. Painted below the cockpit window of one jet plane is "Lt. Wes McDonald."

The men whose names are printed beneath the cockpits may not have flown that particular plane, according to Walker, but they flew the same type of plane. Thus "Maj. Gregory Boyington" appears on a World War II *Corsair*.

With three hangars filled with potential display aircraft, and more than 40 planes sitting outside the museum in a 20-acre

field, the need and desire to continue building the museum are apparent.

"You are looking at Phases One and Two of a proposed five-phase project," said Walker. At the end of Phase Five, there will be more than 400,000 square feet of enclosed space to house more than half the museum's inventory.

Walker now is making plans for the next two exhibits. The first is the history of naval involvement in space; the next is the history of naval air photography, told through photographs and equipment displays. In the meantime, the United States Naval Air Foundation is raising money for the next phase of construction. Once built, it will be turned over to the Navy.







Clockwise from below: A replica of the first aircraft purchased by the Navy is suspended from the ceiling. "Que Sera Sera" was the first plane to land at the South Pole. Markings on the sides of some aircraft are testament to the deadly effectiveness of U.S. naval aircraft and pilots. A "Jenny" model displays its internal structure. A Pratt and Whitney insignia represents dependable engines. Museum director Capt. Grover Walker flew the SBD Dauntless, F-4U Corsair, A-4, and F-4 Phantom.





There are five areas of the museum open to visitors:

- the main display area chronicles naval aviation from the Wright Brothers through World Wars I and II, Korea, Vietnam, to present day;
- the right wing covers Coast Guard Aviation and balloon (airships) history;
- the left wing displays aircraft motors from a Curtiss "8-banger" to an F-4 jet engine;
- the upper right mezzanine shows accomplishments and history of aircraft carriers; and
- the upper left mezzanine honors the men and women who contributed to naval aviation, from Medal of Honor recipients to benefactors of the museum.

The Naval Air Museum is a cornucopia for the trivia buff. Where else can one find that the top U.S. Navy/Marine Corps aviator is Lt. Theodore "Spuds" Ellyson; that Cmdr. David S. McCampbell is the Navy and Marine Corps leading fighter ace, having shot down 34 enemy aircraft; or that a Cessna 0-1 named "Bird Dog" was probably the only civilian aircraft to land on a carrier? It was piloted by a South Vietnamese Air Force major, accompanied by his wife and five children, when it landed aboard USS *Midway* (CV 41) April 30, 1975, during the evacuation of South Vietnam.

Where else can one discover that Lt. j.g. David S. Ingalls, USNR, was the first naval aviator fighter ace? How many people know that a Navy aircraft, NC-4, was the first plane to make a trans-Atlantic flight eight years before Charles Lindbergh made his famous solo flight in May 1927?

In the center of museum, on loan from the Smithsonian Institution, is the Skylab Command Module. Its importance to the Naval Aviation Museum is found in one of the museum's pamphlets:

"On May 14, 1973, Skylab, the nation's first space station, was launched from Kennedy Space Center. Only 63 seconds after its liftoff, the 85-ton craft suffered crippling damage.

"This Command Module, with its all-Navy crew of Captains Charles 'Pete' Conrad, Joseph Kerwin, and Paul Weitz, was scheduled to go on the following day.

However, it was delayed 10 days while NASA engineers, working around the clock, improvised tools and materials for the astronauts to use in repairing *Skylab*.

"Then came a 7½-hour chase through space in this vehicle to link up with the laboratory orbiting 234 nautical miles above the earth. The astronauts were finally successful in repairing the crippled laboratory, and it became habitable for them to continue their experiments.

"The astronauts, after completing their work, rode this command module back to earth 28 days later."

Most displays—including the 50 plus aircraft motors and jet engines—are conveniently explained by placards placed in front of each. But few visitors know of the history of the aircraft outside the main museum, the ones awaiting renovation.

Two such planes are the *Que Sera Sera*, the first aircraft to land at the South Pole—

Oct. 31, 1956—and the blue *Truculent Turtle*, which holds the world record for non-stop flight (propeller), from Perth, Australia, to Columbus, Ohio. The *Turtle* flew 11,236 miles in 55 hours, 15 minutes in October 1946.

A lot of history is offered between the sun bleached piece of white cloth from 1903 and the metallic-gold wings from 1981. Walker is quick to show visitors the latest "Triple A" guide to Florida attractions, and with good reason. The museum is listed as one of the top 40 "Diamond" attractions, and the only one listed west of Tallahassee.

In less than 70 years, America went from horseless carriages to space travel. It is mind boggling. □

*Pederson and Erickson are assigned to FltAVComLant.*

## The Navy Flyer's Creed

A .45 caliber pistol hangs from his right hip. The stub of a cigarette glows in his left hand. The collar of his flight jacket protects his neck from a cold breeze. His eyes search the sky in deliberation. His head is slightly cocked, listening for the

sound of returning planes. He is a combat-weary, World War II naval aviator. He is a 6 foot bronze statue on the upper mezzanine of the Naval Aviation Museum.

Engraved on a plaque beneath his feet is "A Navy Flyer's Creed:"

*I am a United States Navy Flyer.*

*My countrymen built the best airplane in the world and entrusted it to me. They trained me to fly it. I will use it to the absolute limit of my power. With my fellow pilots, air crews, and deck crews, my plane and I will do anything necessary to carry out our tremendous responsibilities. I will always remember we are part of an unbeatable team—the United States Navy.*

*When the going is fast and rough, I will not falter. I will be uncompromising in every blow I strike. I will be humble in victory.*

*I am a United States Navy flyer. I have dedicated myself to my country, with its many millions of all races, colors, and creeds. They and their ways of life are worthy of my greatest protective effort.*

*I ask the help of God in making that effort great enough.*

*(This memorial to Navy aviators was presented to the museum by the Greater Chicago Area Naval Aviators.)*



# Rebirth of a warrior

Story by Lt. Janice M. Bellucci

A seasoned Navy warrior has found a new home and a new life. After 26 years of combat service in seas throughout the world, USS *Barry* (DD 933) is settled peacefully at the Washington, D.C., Navy Yard as a permanent "visit" ship.

The decommissioned destroyer still boasts two 5-inch, 54-caliber guns and an anti-submarine rocket launcher. But instead of a crew of combat-ready sailors, those aboard the ship these days are mostly curious tourists.

The transition from combat ship to floating museum began more than a year ago for *Barry*. The vessel was taken out of "mothballs" at the Philadelphia Naval Shipyard and towed to Washington, D.C.

Members of reserve shipboard intermediate maintenance activity units from Baltimore and Philadelphia made the ship suitable for visitors. Without the benefit of heat, air conditioning, or running water, they fixed the ship's weathered decks, refurbished the existing heads to accommodate civilians of both sexes, and replaced several of the ship's narrow, steep ladders.

The activity sailors were followed by reservists from USS *Farragut* (DDG 37), who rewired the ship's elaborate electrical system and installed plexiglass in areas of the ship with sensitive equipment, such as the combat information center.

Cmdr. Dan Felger, officer-in-charge of *Barry*, credits the reservists with the ship's rehabilitation being completed a year ahead of schedule. "We couldn't have opened the ship to the public as early as we did without them," Felger said.

With its fresh paint and clean canvas rigging, *Barry* makes a graceful picture on the placid Anacostia River at the historic Navy Yard. The ship is open to the public daily from 10 a.m. to 5 p.m. in conjunction with the Washington Navy Yard Memorial Museum, about 100 yards away. *Barry* is also used for ceremonial



purposes by the Naval District Washington.

The ship is manned and maintained by active duty personnel, augmented by Sea Cadets based at the Navy Yard, who guide tourists through the ship.

Visitors can get a close look at the rocket launcher, forward and after guns, torpedo tube mount, and 26-foot motor whaleboat. They can walk the main deck, from fore-castle to fantail, and climb to the bridge to inspect the helm, engine order telegraph, and chart deck. Former crew mem-

bers who served aboard *Barry* in the waters off Vietnam and Cuba were among its first visitors.

*Barry* took part in the quarantine of Cuba by U.S. ships in 1962 during the so-called "missile crisis." Four years later the ship supported "Operation Double Eagle" in the Mekong Delta, the largest amphibious landing since the Inchon landing in Korea. The ship earned two battle stars for its actions in Vietnam.

*Barry*, in 1966, was the first ship to fire a conventional gun using a digital computer, the MK 86 Mod O Gun Fire Control System. An anti-submarine rocket launcher and a variable depth sonar were installed a year later.

*Barry* is the third destroyer of the *Forrest Sherman* class and is named for Commodore John Barry, a Revolutionary War naval hero. It was launched Oct. 1, 1955, at Bath, Maine. The "tin can" was decommissioned Nov. 5, 1982.

*Lt. Bellucci served with NR NIRA Det 206, Washington, D.C.*



Photos by PH3 Dennis Ellis

# Navy basketball

## Best in 25 years

Photos by Phil Hoffmann

1984-85 was a dream season for the U.S. Naval Academy basketball team. The Midshipmen sailed to a 26-6 record overall and earned a berth in the NCAA Championship tournament for the first time in 25 years.

It was a season in which David Robinson, the academy's 6-foot, 11-inch center, was touted as one of the best big men in college basketball. It was a season in which hustle and determination led to four team and 10 individual school records. It was also a season in which the Midshipmen earned some respect.

Navy earned a berth in the NCAA Southeast Regional in Dayton, Ohio, by capturing the Eastern College Athletic Conference Southern Division crown. The team took a 25-5 record to the tournament, but many people thought Navy would do well just to avoid embarrassment at the hands of nationally ranked teams. The Midshipmen proved their doubters wrong early.

In the first round of tournament play, the underdog Midshipmen unleashed their big guns and blew the 19th ranked Louisiana State University Tigers right off the court. The 78-55 final score was a clear reflection of the sound thrashing Navy administered its opponent. The Midshipmen played a near-perfect game—limiting the LSU Tigers to outside jump shots, while consistently feeding the ball inside to forward Vernon Butler (20 points) and Robinson (18 points and 18 rebounds).

When LSU tried to play tough defense in the second half, point guard Doug Wojcik (18 points and 8 assists) consistently broke their press. By game's end,



David Robinson slams home two points during the first half of the Navy vs. Maryland game.



# Season

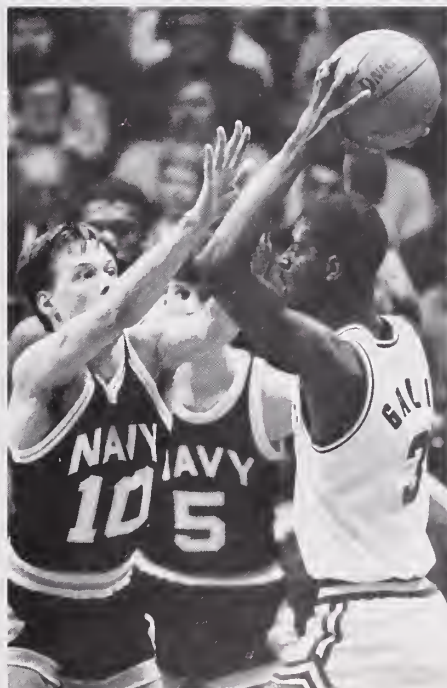


In action clockwise: Kylor Whitaker (5), Vernon Butler (51), David Robinson (50) and Doug Wojcik (10).

the underdog Midshipmen had captured the hearts and imaginations of thousands. Several sports announcers were wondering aloud if Navy might be en route to becoming "America's team," as the Midshipmen prepared to meet their second round opponents, the University of Maryland Terrapins.

From the game's outset, Navy seemed determined to prove to the world that they really did belong in the NCAA tournament. While outrebounding the Terrapins, the Midshipmen shot 59 percent from the floor and went to the locker room with a 37-32 half time lead.

Navy quickly expanded its lead to 11 points in the second half, but the Midshipmen could not hold on. With less than five minutes remaining in the game, Maryland took the lead and refused to relinquish it. When the final buzzer sounded, Navy was on the short end of a 64-59 score.



The dream season was over. Navy, however, woke up to find that they had focused the spotlight of national attention on the academy and gained the respect of the college basketball world. □

—Story by JOI(SW) E. Foster-Simeon. Hoffmann works with the sports information office, U.S. Naval Academy.



# Iowa returns home

Story and photos by PH2 Chuck Mussi

USS *Iowa* (BB 61) emerged from a blanket of fog. Its crew, manning the rails, snapped to attention as cannon fire saluted New York City. Thus began a three-day visit to the "Big Apple," the battleship's birthplace.

The warship's crew did some sightseeing, and a Dial-A-Sailor program enabled New Yorkers to host *Iowa*'s sailors and

Marines. In return, the ship opened for visitors and tours.

For the battleship's crew and the people of New York, the visit was a chance to rekindle old memories and acquire new ones. □

*Mussi is attached to NavCruitCom, Washington, D.C.*







## Out of shape?...

Diet is only half the reason

Hospital Corpsman 1st Class Rodney Stricker was in bad shape. He was almost 100 pounds overweight, smoked a pack of cigarettes a day, and couldn't walk up a flight of stairs without huffing and puffing and breaking into a sweat. At 5 feet 9, he weighed 256 pounds and had a 44-inch waist. His career was in jeopardy.

The 34-year-old radiology technician knew he had to do something. He was past the point of dieting; he needed to change his lifestyle. Stricker began eating 1,200 to 1,800 calories a day instead of his usual 4,000-plus. He stopped smoking.

*(Continued on page 34)*





# Or out of sight?

Exercise is the other half

The Navy Medical Corps captain at Port Hueneme, Calif., pulled Hospital Corpsman 1st Class Rodney Stricker and his wife into his office. The doctor told Stricker—in front of his wife—that he was overweight, fat, and a disgrace to the Navy uniform. And Stricker was. At 5 feet 9, he weighed 256 pounds and had a 44-inch waist. For Stricker, that talk was the last straw; he had had enough.

He began to change his diet, and he started a fitness program—the “Can Do Fitness for Life” program at the Naval Construction Bat-

*(Continued on page 36)*





Some things to stay away from completely or eat only in moderation include foods made with sugar like doughnuts, cookies, cakes, pies, Danish, or candy; fried or fast-foods like hamburgers, hot dogs, french fries, or fried chicken; potato chips, pizza and beer.

*(Continued from page 32)*

Slowly, his weight began to drop. He began a running program. As he watched the pounds slip away, something else happened—his whole outlook on life became more upbeat, more positive. His command selected him as Sailor of the Quarter, then Sailor of the Year.

Stricker's weight leveled off at 164 pounds, 92 pounds lighter than when he started his program. He's been at that weight for more than a year. He has a 32-inch waist and says he feels like a new man—like he got rid of a whole extra person he had been lugging around.

If you're overweight or out of shape, you too can do something about it. But do it the right way. Let's face it, even if you drink your morning coffee sweetened with a low calorie sweetener, you won't shed one ounce if you inhale doughnuts or Danish for breakfast; nor will you fool your body into losing weight by drinking a low-calorie soft drink at lunch if you wolf down pizza trashed with everything from anchovies to zucchini.

There's a simple formula for losing weight: burn more calories than you consume during the course of a day. But it's not so simple to get that formula to work for you. You'll have to wage a two-front battle. Don't let anybody kid you; it will be a battle. You'll have to change habits that you may have had for years—habits like eating fried or fast-

foods, having dessert after every meal, snacking whenever the urge hits you, or being as physically active as a hibernating grizzly bear.

Diet is one part of that battle. Exercise is the other.

But diet doesn't really mean diet, as in "going on a...." It doesn't mean cutting back to 800 calories a day for a few weeks or a month to drop 15 or 20 pounds. Because after "going on a diet," usually you go back to your old eating habits. Then guess what happens. You gain a few pounds. It will happen over a couple of weeks. You'll hardly notice it. In fact, you'll probably feel proud of yourself for only slipping two or three pounds. But those pounds won't go away. Then you'll gain a few more pounds, and they won't go away, either. Soon—maybe three months, maybe six months, maybe even a year later—you've put those 15 or 20 pounds back on. You've lost your battle.

Dan Riley, conditioning coach for the Washington Redskins professional football team and a weekly fitness columnist for *The Washington Post*, warned about these "crash" diets: "Only about 25 percent of all dieters succeed in losing 20 pounds. Of those who need to lose 40 pounds, only 5 percent are able to do so...another study has found that more than 90 percent of those who lost weight returned to their original weight within a fairly short period of time.

"People placed on low-calorie diets experienced an initial weight loss (much of it water and muscle). They were kept on these diets for an extended period of time, and finally they were unable to lose any more weight. These were almost starvation diets, yet these people stopped losing weight."

Why? Because when you go on a strict diet, you force your body to adapt to a significantly reduced number of calories. Your body reacts by slowing down your metabolism so you won't burn as many calories.

According to the American Medical Association, you can still lose weight without falling into that trap. They recommend gradual weight loss. According to the AMA, if you cut your daily caloric intake by 500 calories, you will lose one pound a week; if you burn up another 500 calories daily by exercising, you'll lose two pounds a week. The



AMA weight control theory is based on the equation that one pound of body fat equals 3,500 calories. If you eat 500 fewer calories each day, in seven days you will have stripped 3,500 calories from your diet, or one pound of fat from your body.

*Theoretically*, that's how a weight loss program is supposed to work. But remember, if you try to speed up that program, you're going to run into trouble. You'll still lose weight, but it won't be fat. You'll lose lean body tissue—muscle—and water. Why?

"I don't know that anyone knows the answer to that question, that's just the nature of the beast," said Dr. Victor Fratelli, deputy director of the Division of Nutrition in the Food and Drug Administration's Office of Nutrition and Food Sciences.

"It is true that initially, at least for the first couple of days on a weight reduction regimen, that there is a substantial loss of water and lean tissue mass, and then only subsequent to that do the metabolic mechanisms switch over to a utilization of stored fat."

If you want to lose fat, do it gradually. Doctors caution, however, not to eat less than 1,200 calories a day. Even with a well-balanced diet, with so few calories you won't get the nutrients your body needs.

Fratelli said to forget about those methods of weight control that tell you to determine how much you would like to weigh, multiply that weight by 10, or 15, or whatever, and then use the resulting number as a guide for how many calories you should eat daily.

"That makes sense theoretically," he said, "but in practice, people find other things. Obesity is pretty much recognized to be genetically related. And you do have people who, I'm sure you've heard of, can eat a house every day and not gain a pound. Then other people eat a sandwich a day and gain weight. So you're dealing with a rather broad spectrum of genetic variability. I don't think you can come up with a formula that applies to everybody."

"Caloric intake is almost an individual thing, because it depends on a person's sex, age, activity and physiological makeup."

The watchword in weight control, according to the AMA, is *balance*. In a



booklet on personal health care, the AMA said you need "protein for growth and repair of body tissue; carbohydrate for energy; fat for energy and absorption of fat-soluble vitamins; fiber for good elimination; and the vitamins and minerals your body needs to function properly."

The only way you can get all that is through a balanced diet, with food from each of the four food groups. (See chart on page 38.) The four food groups are milk and milk products; meat, fish, chicken and eggs; fruits and vegetables; and grains and cereals. It's also important to drink plenty of water.

The accompanying chart shows the recommended number of servings per day from each food group and the amount of food those servings should contain.

If you think those numbers and those portions don't give you enough to eat, consider this: Dr. Peter Wesselton, founder of the Wesselton Institute, a Washington, D.C.-based weight and smoking control center, said that on the whole, Americans are used to eating *too much food*.

Figures seem to bear him out. The U.S. Public Health Service estimates that one out of every four adult Americans is overweight.

Concentrate on food *quality* and you'll also get filled up—you'll get the  
(Continued on page 38)

A well-balanced diet should include foods from the four food groups. Select fresh fruits and vegetables, fruit and vegetable juices, skim milk, low fat cottage cheese, eggs, grains and whole-grain breads, lean meats, fish and chicken.



"Twelve-ounce curls" will do nothing to help keep you physically fit; they will, however, add unnecessary calories to your system.

*(Continued from page 33)*

talion Center. He ran, adding up the miles. He hit 100 miles, then 500, 1,000, 2,000.... All the while Stricker's weight was dropping and his attitude and habits were changing.

Less than a year later, Stricker had turned his life around so completely that he was named the Seabee center's Sailor of the Quarter and Sailor of the Year. Stricker made it, and he's remained motivated, fit and trim. He shed 92 pounds and kept it off. Since he started the program, he has run more than 3,000 miles.

From OpNav Instruction 6110.1B—Health and Physical Readiness Program: "The Navy community is no less susceptible to the insidious effects of sedentary jobs, excessive calorie intake, and lack of proper exercise than the civilian community. Excess body fat is a serious detriment to health, longevity, stamina and military appearance. The need to maintain a high state of health and physical readiness throughout the service is essential to ensure combat readiness and personal effectiveness."

That paragraph says it all; you've got to look good and be physically fit. You should *want* to look good and be physically fit—not because a Navy instruction says you should, but as a matter of personal pride. Just ask Stricker about that.

Dr. Victor Fratelli, deputy director of the Division of Nutrition in the Food and Drug Administration's Office of Nutri-

tion and Food Sciences said the approach to weight control or weight reduction should involve a number of activities other than just diet control. "More often than not, the single, limited approach based on diet is pretty much doomed to failure. There are other things that need to be done. Exercise is obviously an important factor."

You don't have to be out of shape and overweight. You *do* have a choice. At the age of 30 or 40 or 50, a magic wand doesn't hit you and suddenly render you unable to do the same number of push-ups or sit-ups or miles in a half hour that you could when you were younger. All of a sudden, your waistline or hips don't expand by 3 or 4 inches. It all happens gradually.

As was mentioned in the preceding article, diet is one part of that battle to get back to a trimmer, more physically fit you. Exercise is the other. If you've let yourself gain weight and get out of shape, you can reverse the process the same way you got there...gradually.

In its booklet on personal health care, the American Medical Association said, "Your body *needs* exercise and not simply to control weight—for without it, your muscles will weaken, your breathing will become more shallow, and your heart, the hardest working and most crucial muscle in your body, will weaken long before it should."

According to Covert Bailey, who wrote a bestselling and widely respected book on losing weight entitled "Fit or Fat," fitness is lost if you exercise two days or less a week; fitness is maintained if you exercise three days a week; and fitness is improved if you exercise six days a week.

What is the most recognized and most promoted way of exercising to regain fitness and lose weight?

Aerobics, you say?

Right. How did you guess?

Much has been written about the benefits of aerobic exercise. All you have to do is look through magazines at a newsstand and you'll find literally dozens of articles on how aerobics can help you get more physically fit and help you maintain a desirable body weight. Yet many people still are confused as to what aerobics is all about.

Aerobics isn't just a bunch of people getting together in sweats and leotards and dancing like crazy to popular music.



Aerobics is any form of exercise that stimulates the body to use large amounts of oxygen and burn calories at a higher rate than usual—walking, jogging, bicycling, jumping rope, cross-country skiing, rowing, and aerobic dancing are all forms of aerobic exercise.

Sources vary when it comes to agreeing on how long you need to keep up an aerobic exercise to get any benefit. Generally, the recommended times range from a minimum of 12 minutes to a maximum of 45 minutes of continuous exercise with your heart thumping along at your training heart rate, or THR. But for significant gains to take place, you will need 20 to 30 minutes of continuous exercise with your heart beating at its THR.

THR's vary for different age groups. What the term refers to is the number of beats per minute your heart should maintain for you to get the most out of your aerobic training. Maintain a THR that is too slow, and you won't stress your body enough to do it much good. If your THR is too fast, you'll probably tire too quickly.

It's easy to find your training heart rate, but to do that you first have to know your *maximum* heart rate. According to the American Heart Association, you find your maximum heart rate by subtracting your age from 220. For example, let's say you are 30 years old;  $220 - 30 \text{ years} = 190$ . The AHA advises that your THR should remain between 60 to 75 percent of your maximum heart rate. So our 30-year-old would have a THR range of between 114 and 142 ( $190 \times 60 \text{ percent}$  and  $190 \times 75 \text{ percent}$ ).

The association's recommendation might seem a little conservative, but they say that you should take it slowly at first and *gradually* work up to a faster THR. They do say, though, that those people who have been exercising regularly for six months or more can take their THR up to 85 percent of their maximum heart rate and still be safe.

"With our athletes, we try to keep them between 80 and 85 percent," said Dan Riley, conditioning coach for the Washington Redskins professional football team, "but with a person just starting out who may not be very fit, and may not like exercise, 85 percent right out the chute might be enough discomfort to turn him off."

In its booklet, "Exercise and Your



Heart," the AHA says that you don't have to exercise very hard to get and stay in good shape. It recommends an exercise session that lasts from 25 to 40 minutes—that includes a five-minute warm-up, 15 to 30 minutes at your THR, and then a five-minute cool-down.

Don't make the mistake of thinking that you can get in shape faster by exercising longer and harder. More is not necessarily better. Riley agreed with the AHA's claim that the weightlifter's old saying, "no pain, no gain" does not apply to getting or staying in shape. Riley said there are no additional cardiovascular benefits after exercising at your THR for 45 minutes.

"Also, if you go above 85 percent, it's a less efficient operation," he said, "because the heart is beating so fast that its chambers don't have a chance to fill up with blood completely, and when the heart pumps, it doesn't have a chance to get it all out. So if someone is running at 90 percent, his heart and lungs are working harder, they're hurting more, but the studies that have been done have not demonstrated that there's a significant improvement over 85 percent. You can't justify—especially the adult—hurting that much to make gains that are insignificant. Eighty-five percent appears to be the ideal rate."

Actual exercising burns relatively few calories. Authorities believe that your

(Continued on page 39)

Trying to lose weight by dieting alone is pretty much doomed to failure. Exercise is an important part of losing weight and being physically fit.

## A Daily Food Guide—Chart A

Recommended servings of food from each group are the minimum servings required per day. For an adult, a well-rounded diet

consisting of minimum servings from each food group will provide about 1,300 calories and from 80 to 120 percent of the recommended daily allowance of nutrients.

Food Group	Number of servings per day			
	Child	Preteen and Teen	Adult	During Pregnancy or Breast-feeding
<b>Milk Group</b> (Servings in cups)				
Milk or yogurt	2-3	3-4	2	4
<b>Meat Group</b> Adult serving — 3 ounces				
Meat, fish, poultry, eggs	2	3	2	3
<b>Vegetable-Fruit Group</b> (½ to ¾ cup)				
For vitamin C: citrus fruits & juices, cantaloupe, fresh strawberries, broccoli, tomatoes	1	1	1	1
For vitamin A: carrots, broccoli, cooked greens and dark salad greens, sweet potatoes, apricots, winter squash	1	1	1	2 (at least one leafy dark green)
Potatoes, other vegetables and fruit	2	2	2	1-2
<b>Bread-Cereal Group</b> (1 slice or ½ to ¾ cup)				
Whole-grain and enriched: cereals, breads, rice, macaroni, noodles, spaghetti	4	4	4	4
<b>Extras</b>				
Butter, margarine, salad oils (in tablespoons)	2	2-4	2-3	2-3
Sugars, syrups, honey, other sweets	Use only in moderation			

Chart courtesy of the American Medical Association.

(Continued from page 35)

quantity of food you need to satisfy your hunger. An average two ounce candy bar is 250 calories. Ten ounces of broiled chicken breast is less than 250 calories. Next case.

If you eat the right amounts from the four food groups, you'll get the proper mix of protein, carbohydrate and fat necessary in your diet.

Good sources of protein are meats and dairy products. But be careful. Many protein-rich foods are also high in fat. Go for the lean cuts of red meat. Chicken, turkey and most fish are also high in protein and low in fat. Cheeses made with part skim milk are just as high in protein and relatively lower in fat than cheeses made with whole milk.

Vegetables and fruits, whole grain breads and cereals, and rice and potatoes are good sources of complex carbohydrate.

Sugar is also a more simplified form of carbohydrate. Both forms eventually are broken down by the body into

glucose, or blood sugar. That's the body's main source of energy, so carbohydrates are extremely important in your diet.

Complex carbohydrates also provide fiber—or bulk—in the form of cellulose, which is indigestible, but which helps cleanse your digestive tract and eliminate waste. That's why fruits and vegetables (yes, even potatoes) are very low in calories.

Sugar, which is found in abundance in many of today's processed foods, is very high in calories and has very little fiber content. "Empty calories" is the label most often given to sugar, since sugar provides calories without other significant nutrients.

Fats, like carbohydrates, can be found in almost every food. Some fat is important to your body; it helps protect vital organs and insulate your body against heat loss. It also is a concentrated form of energy your body can use when it needs it.

But most nutritionists agree that the majority of people should decrease the percentage of the calories they consume as fat from the American average of 40 percent to 30 percent or less.

Be wary of fast-foods. Most of them are deep-fried in oil or fried on a grill in their own grease. You could easily eat a 1,500 calorie meal in one sitting at most hamburger havens.

Still, it's all right to splurge every now and then. Some authorities say splurge a little bit each day by eating, say, half a candy bar. Some recommend splurging only once every five or six days. Stricker said he usually treats himself to a nice big bowl of ice cream every payday. An occasional treat won't hurt.

Don't try to eliminate doughnuts or pizza or ice cream from your diet. Eat them occasionally and in moderation. That way you won't end up gorging on them when you finally reach the breaking point and just *have* to have them.

Remember this: the weight won't come off in a matter of days. It took time to gain the extra weight you're carrying around; it'll take time to lose it. Be patient and stick with it. And remember—diet is only half the battle. Exercise plays an equal role in helping you lose weight. □

—Story and photos by JOI Gary Hopkins



(Continued from page 37)

body's metabolic rate—the rate at which your body burns calories—will remain at a higher level long after you have stopped exercising.

It's that heightened metabolic rate, which aerobic exercising produces, that increases your body's need for energy and steps up the conversion of food or fat into energy.

You may have heard the term "setpoint" being used lately. Setpoint refers to your body's defended level of fat; your body will try to maintain a certain amount of fat. Studies show that your setpoint can be lowered through aerobic exercise—that you can actually "re-adjust" your setpoint so your body doesn't try to hold as much fat as it did before you began regular aerobic exercise.

But a warning here: if you haven't been physically active in a long time or if you are more than just a little overweight, have a doctor check you out before you start any diet or exercise program.

Start slow and be safe—really assess the condition of your body. That's especially important for those over 35 years old.

If your family has had a history of heart trouble, be especially careful. Jim Fixx, author of the well-known "Complete Book of Running," died of a heart attack while jogging, yet he seemed to be at the peak of health.

Usually, he ran about five to 10 miles a day. But he was once overweight, had been a two-pack-a-day smoker, had a family history of heart disease, and had been having symptoms associated with heart trouble. It was this previous history of poor health, not his running, that his heart attack is attributed to. Actually, by changing to a healthier lifestyle, he probably added years to his life.

According to the AMA, three people are stricken by a heart attack every minute in the United States. Be careful. Don't become another statistic. You don't have to overexert yourself to get back into shape.

Help is available at the command level for sailors who want to get on a fitness program. OpNav Instruction 6110.1B directs commands to establish a command fitness coordinator who is available to serve as an adviser on health and fitness matters.

If your command fitness coordinator can't answer your questions or give you the specific guidance you need, he can tell

**Height—Weight Screening Tables—Chart B**

Height			Weight		
Men	Minimum	Maximum	Women	Minimum	Maximum
5'0"	100	153	4'10"	87	126
5'1"	102	155	4'11"	89	128
5'2"	103	158	5'0"	92	130
5'3"	104	160	5'1"	95	132
5'4"	105	164	5'2"	97	134
5'5"	106	169	5'3"	100	136
5'6"	109	174	5'4"	103	139
5'7"	111	179	5'5"	106	144
5'8"	115	184	5'6"	108	148
5'9"	119	189	5'7"	111	152
5'10"	123	194	5'8"	114	156
5'11"	127	199	5'9"	117	161
6'0"	131	205	5'10"	119	165
6'1"	135	211	5'11"	122	169
6'2"	139	218	6'0"	125	174
6'3"	143	224	6'1"	128	179
6'4"	147	230	6'2"	130	185
6'5"	151	236	6'3"	133	190
6'6"	153	242	6'4"	136	196
6'7"	157	248	6'5"	139	201
6'8"	161	254	6'6"	141	206

you where you can get the help you're looking for.

Stricker said that it was "mind-boggling" how much his command's health and fitness program changed his personal life and got his career on track again.

"And there are so many people out there," he said, "not just overweight people, but the average person, who can still benefit by becoming physically fit through a Navy program."

There's a quote by Theodore Roosevelt that Stricker used to read for motivation when the effort of trying to lose 92 pounds got to be too much. It goes like this:

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to take rank with those poor spirits who neither enjoy much nor suffer much, because they live in the gray twilight that knows not victory or defeat." □

—Story and photos by JO1 Gary Hopkins

Information for this chart was obtained from OpNav Instruction 6110.1B of Oct. 19, 1982, Enclosure (4).

# Poopy suits and dog watches?

## Sailors still sling salty slang



It's your first sea duty assignment, and you're eager to do a good job. A shipmate tells you to take some "magnetic bearing grease" to the bridge on the double. What do you do?

- a) Run down to shaft alley and get some
- b) Borrow some from a "ping jockey"
- c) Tell him you have better things to do.

Your answer depends on how well you understand nautical terms and naval slang.

No one knows for sure how naval jargon started, but as long as men have set sail, they've been known for a parlance that rings of the sea.

Listening to a grizzled old chief spouting "salt" encrusted terms, it's easy to believe he was born with sea mist in his face and naval jargon on his lips. In reality, naval jargon is a learned language.

It all begins in boot camp. New recruits are introduced to basic terms like bulkhead, deck and overhead. What they knew as the men's room in high school is suddenly transformed into "the head." Fixtures once known as commodes and urinals are given very descriptive—albeit sometimes rude—labels, so there's no mistaking their purpose.

Mastering naval terminology comes easy at first. By the end of boot camp, everyone knows the pointy end of a ship is the bow and the blunt end the stern. Mariners' terms like forecastle and fantail, smoking lamp





and butt kit are batted around with ease. Most even remember that port is left and starboard is right.

After eight weeks in the Navy, the average recruit sounds like he sailed with Columbus.

However, sailors new to the fleet discover that boot camp offers only a sample of nautical jargon—sometimes to their chagrin.

Through trial and tribulation, green hands learn the frustration of the “mail-buoy watch” and the pain of looking for a “BT punch.” These are things each new sailor must learn and can pass on to those who come after him.

Why do we have naval jargon? Believe it or not, to make communication easier.

It’s easier to say “freeboard” than the “distance from a ship’s weather deck to the waterline,” and “water king” is an appropriate name for the enlisted man in charge of a ship’s evaporators and water supply.

Naval jargon works fine—if you understand it.

Imagine a new recruit trying to find a “sea painter” or “boat painter” for the chief boatswain’s mate. The rookie might search every berthing space on the ship for someone to paint a boat, not knowing the chief really wants a piece of line for towing.



Only in nautical lexicon could a “mustang” talking to “boats” about “fag ends” translate to an officer who moved up from the enlisted ranks talking to a boatswain’s mate about frayed rope.

That shouldn’t be too shocking in a Navy that allows grown men to take off their “poopy suits,” get in a “rain locker” and top it all off with an application of “foo-foo.” When you think about it, a pilot has every right to shower and splash on a little cologne after a long day in an aviator’s anti-exposure suit.

There are thousands of naval terms that cover everything from keel to mainmast. Over the years, however, sailors have developed a particular affinity for certain words.

A ship can be “dead ahead,” “dead astern” or “dead in the water.” Men of the sea can navigate using “dead reckoning,” and more than one sailor has happily buried a “dead horse” (an advance pay debt).

At sea, a “dog” is more than man’s best friend. It’s a fastener used to dog down a hatch. That kind of dog is a lot different from the dog tags sailors wear for identification or the nickname they have for soldiers—“dogface.”

You can even dog a watch (split it into a pair of two-hour sections) or stand a “dog watch” (4–6 p.m. or 6–8 p.m.). A new twist to this ever-faithful expression: if you ask today’s sailor how things are going, he’s likely to respond that he’s “getting dogged.”

The canine isn’t the only animal with a place in naval jargon. Any boatswain’s mate worth his salt can make a list of animal names he uses everyday. From “monkey’s fists” and “jackasses” to “pelican hooks” and “bullnoses,” many of the passengers on Noah’s Ark have their names etched in naval terminology.

Speaking and understanding naval jargon is a hallmark of a professional sailor. Fleet veterans proudly flash their knowledge of seafaring terms like a membership card to an elite club.

Such jargon and slang aren’t to be feared. They’re to be learned. Find your-

self a “sea daddy” (an old salt that takes a rookie under his wing) to show you the ropes.

People have even put together dictionaries that define more naval terms than you could use in a lifetime. What better place to find out that the expression “broad on the port bow” isn’t a sexist remark?

If a shipmate tells you to find some “magnetic bearing grease,” tell him you have better things to do. After all, just because you’re a new sailor doesn’t mean you have time to run around the ship looking for something that doesn’t exist. □

—Story by JOI (SW) E. Foster-Simeon







# 'Meatballs' but no spaghetti for Canadian pilots

Story by PH2 Maurice Norkhird  
Photos by PH3 R. D. Feary



Seven Canadian pilots went after "meatballs" during training near Norfolk, Va., this winter, but the meatballs were on a simulated carrier landing strip, not spaghetti.

Meatball is the nickname for the Fresnel lens light used aboard aircraft carriers to guide pilots. Royal Canadian Air Force Maritime Reconnaissance Squadron 880, commanded by Lt.Col. Ted Gibbon, flew

its twin-engine, propeller-driven S-2 *Tracker* aircraft from Summerside, Prince Edward Island, to NAS Norfolk. There, they practiced carrier landings with their sister squadron, Fleet Logistics Support Squadron 40, commanded by Cmdr. Dante Marzetta.

The next day, each Canadian teamed with a VRC 40 pilot aboard a twin prop C-1A *Trader* to follow the meatball during

touch-and-go landings on a carrier deck outlined on Naval Auxiliary Landing Field Fentress.

VRC 40 flies the C-1A, more commonly known as COD, the acronym for carrier onboard delivery, and the CT-39E *Sabreliner*, to ferry supplies to Atlantic fleet aircraft carriers. The Canadian squadron spends most of its time on reconnaissance and anti-submarine warfare patrols.

The Royal Canadian Navy has not had any aircraft carriers since 1960 and, as a result, most junior Canadian pilots have never practiced field carrier landings. Their training with the Norfolk squadron gives them a chance to learn carrier landing techniques. □

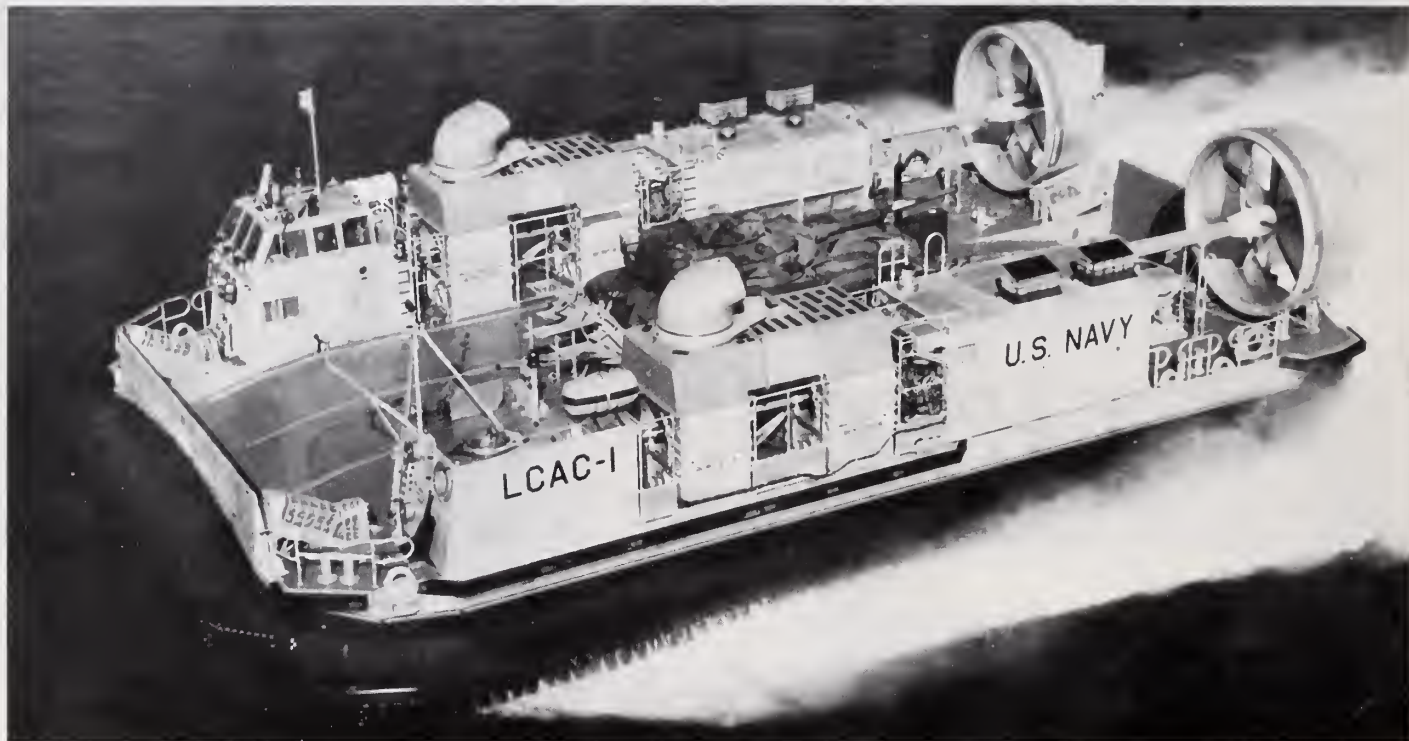
*Norkhird is assigned to FltAVComLant, AVU 193, Willow Grove, Pa. Feary is assigned to FltAVComLant, Norfolk.*



Top: The Canadians arrive at NAS Norfolk in their S-2 Tracker aircraft. Above: Lt.Cmdr. Lin Hutton, VRC 40, and Canadian Lt. Stuart Annis give a pre-flight check to a C1-A. Bottom: Canadian Maj. Jack Ford, Prince Edward Island operations officer, on the runway where Canadian pilots simulate carrier landings.



# Bearings



## Air cushion landing craft is delivered

The Navy received its first production air cushion landing craft, LCAC 1, in a ceremony held at the Naval Coastal Systems Center, Panama City, Fla. Representatives from Bell Aerospace Textron and its subsidiary, Bell Halter

Industries, turned over the craft's keys to Cmdr. D.L. Wetherell, commanding officer, Assault Craft Unit 5.

The LCAC 1 is an 88 foot, 160-ton hovercraft. It can carry a 60-ton load of Marine Corps equipment and people and can cruise from 30 to 50 knots.

LCACs are operated by chief boatswain's mates serving as craftmasters, with four-person crews including engineers, navigators, loadmasters and

deckhands.

The craft's high speed combined with its ability to carry cargo inland across the beach will expand the options available to assault commanders.

Six LCACs will be delivered to Assault Craft Unit 5, which will then relocate to Camp Pendleton, Calif. By the mid-1990s, more than 90 LCACs will be delivered to the Navy and divided between the East and West coasts. ■

## Sellers aids Korean ship

While on routine patrol in the Persian Gulf, USS *Sellers* (DDG 11) responded to radio distress signals from a Korean registered merchant vessel steaming in international waters.

The ship, *Royal Columbo* had been hit by two missiles from an unknown fighter aircraft, according to its master.

One missile exploded on the ship's starboard side, rupturing a wing tank

and leaking oil into the water. The other exploded in the ship's superstructure.

Five seamen were injured, two critically. The tanker's master requested medical aid and damage assessment assistance.

*Sellers*, operating with the Middle East Force, contacted other ships in the battle group and coordinated a rescue effort.

Once on the scene, *Sellers'* independent duty Chief Hospital Corpsman Joseph A. Sellers boarded *Royal Columbo* and administered first aid. An hour later, the patients were transferred to

USS *Julius A. Furer* (FFG 6) for further examination by Lt.Cmdr. Robert Henry (MC).

Once stabilized, Helicopter Anti-Submarine Squadron 1, Sea Detachment 1, medivaced the patients to Suliamanyia Government Hospital in Bahrain for treatment.

Korea's Ambassador to Bahrain, Sung Han Song, in thanking the Middle East Force Ships, said: "The Help the seamen received at a critical time will increase the friendly ties that exist between the Armed forces and the people of the United States and Korea." ■



## New CHAMPUS claims processor

Military families in five southeastern states, Puerto Rico, Canada, Bermuda, the West Indies, Mexico, Central America and South America will have their CHAMPUS claims processed by Blue Cross-Blue Shield of South Carolina beginning May 1, 1985. Other states included in the new contract are Alabama, Florida, Georgia, Mississippi and Tennessee.

Families in these areas should continue to send claims to the current claims processor, Blue Shield of California, through April 30, 1985. Information about mailing addresses and toll free telephone numbers for the new southeast region claims processor will be available soon.

The new \$3 million contract runs for one year, with four additional one-year option periods. The contract contains incentives for Blue Cross-Blue Shield of South Carolina—such as financial bonuses for speed and accuracy in paying claims and penalties for late or incorrect claim payments. All CHAMPUS claims processors now operate under this type of contract.

Families should remember that claims go to the CHAMPUS processor for the state where they get medical care, no matter where they live.

CHAMPUS—the Civilian Health and Medical Program of the Uniformed Services—is the Defense Department's health benefit plan for military families who receive medical care from civilian hospitals and doctors. Private insurance companies, under contract with the government, process the claims through which CHAMPUS shares the cost of these medical bills.

CHAMPUS now has six stateside claims processing regions—a big improvement over the late 1970s when there were nearly 90 separate processors across the country. ■



## Helo trek

UH-1N helicopter landing skids weren't designed for towing across the rough and frozen roads of Antarctica. So, three inventive Antarctic Development Squadron 6 maintenance crewmen designed a 14-foot sled trailer to transport their helos across the ice.

Called helo trek, the twin-railed trailer is loaded with a Huey helicopter from its cargo plane on the icy runway and towed by a D-4 Caterpillar bulldozer

nearly 10 miles to McMurdo Station.

"Moving helos from the ice runway to McMurdo used to be a 12-man operation," said Chief Aviation Machinist's Mate William D. Hargrove. "It was slow, cold, and that final hill up to the hanger was putting some dangerous stress on the landing equipment. Thanks to the sled, the whole evolution is now a one-man operation."

The three inventors, Aviation Support Equipment Technician (Mechanical) 2nd Class Steven C. Clemens, Aviation Support Equipment Technician (Electrical) 2nd Class Kenneth D. Docken, and Airman John D'Amato of the ground support division, worked 35 hours in three days to build the sled for a pressing cargo flight.

"We designed the sled as we went," said Clemens. "We had to guess where the major stress points would be, make it as light as we could while scrounging materials to build it."

The 1,000 pound sled can be flown to any location, and, according to Hargrove, has saved more than \$3,000 in parts and manpower so far this season. ■

—Story and photo by PH1 David B. Loveall, FltAVComPac

## Navy funds "fractal" research

The Office of Naval Research in Arlington, Va., has funded some unique projects throughout the past 37 years, including lasers, computers, robotics, polymer chemistry and propulsion.

Recently, the pioneering funding force undertook a new study in mathematics called the fractal geometry of nature.

IBM Fellow and Harvard mathematics Professor Benoit B. Mandelbrot created "fractals," described as "geometric shapes without a characteristic scale because they have an in

finite number of features."

To figure out fractals, consider that a one dimensional curve with an infinite number of wiggles can begin to fill up a two dimensional plane. Would the curve be one or two dimensional? The notion of fractals allows it to be somewhere in between.

The Navy's interest in Mandelbrot's fractals is linked to the geometry of coastlines, the ocean floor and turbulence to fractures in metals. The focus is on how the laws of physics change—when phenomena is restricted to a fractal geometry—such as the scattering of sonar from the rough ocean bottom as contrasted to scattering from a smooth surface. ■



# Bearings

## Midshipmen, families meet the pope in Rome

Midshipmen exams were over. It was spring break, and the midshipmen looked for someplace to go.

"Let's go to Rome!" said Chaplain John L. FitzGerald at the U.S. Naval Academy.

"OK, let's do it," said Capt. John J. Glynn, command chaplain.

Off they went—30 midshipmen and 75 officers, Navy family members and civilians associated with the academy. Everyone paid his own way; the group spent the eight day semester break in Rome with a one day side trip to Assisi and the tomb of St. Francis.

Spiritual director of the pilgrimage and vacation was Archbishop Joseph T. Ryan, newly appointed military bishop for all Catholics serving in the uniformed services, the Diplomatic Corps and Veteran Administration hospitals.

Archbishop Pio Laghi, papal nuncio to the United States, arranged an audience with the pope. The midshipmen were greeted by the pope who said: "My special greetings to the group of midshipmen from the distinguished Naval Academy at Annapolis, led by Archbishop Joseph Ryan of the Military Ordinariate of the United States. Dear friends, you have come on a pilgrimage of faith and a pilgrimage of peace."

"It is my prayer that you will always acknowledge before the world, as you do today, that God occupies an important place in your lives. And may the peace of Christ reign in your hearts, in your homes, and throughout your country. God bless America."

The pope then greeted and talked with the midshipmen. Chaplains Glynn and FitzGerald presented the pope with a Navy Billy the Goat doll and a "Beat Army" bumper sticker. ■



## Two FBM submarines decommissioned

USS *George Washington* (SSN 598), the Navy's first fleet ballistic missile submarine, and USS *Thomas Jefferson* (SSN 618), last of the *Ethan Allen*-class submarines, were decommissioned in a ceremony at the Naval Supply Center, Puget Sound, Bremerton, Wash.

In his remarks at the ceremony, Rear Adm. A.B. Scott Jr., commander, Submarine Forces, U.S. Pacific Fleet, said, "A decommissioning heralds a nautical death. *Thomas Jefferson*, through its

many cruises, will be remembered for its quiet competence, unfailing dependability and great credibility of purpose. *George Washington* was the submarine that did everything first."

*George Washington's* hull originally was designed to be *Scorpion* (SSN 589). The Navy ordered it to be completed as the first fleet ballistic missile submarine in 1957, and in 1959 it was commissioned. *George Washington* and *Thomas Jefferson* were converted to attack submarines in 1980 and 1981, respectively.

*George Washington* completed 55 deterrent patrols, *Thomas Jefferson* completed 52. ■

## Grumman supplies Greyhounds

Grumman Corporation has begun supplying the Navy with the proven C-2A *Greyhound* carrier onboard delivery aircraft. The *Greyhound's* primary mission is to transport supplies and personnel to aircraft carrier battle groups, and it has the largest payload capacity of any carrier onboard delivery aircraft.

Vice Adm. James B. Busey, commander, Naval Air Systems Command, accepted the first new twin-turboprop aircraft during a ceremony at the corporation's Bethpage, N.Y., plant.

The Navy's new multi-year contract calls for 39 *Greyhounds* to be delivered by 1989. Eight aircraft will be delivered each year. Grumman president Joseph G. Gavin said, "Multi-year contracting will lower the cost of the program by \$102 million over conventional yearly funding."

The reprocurd C-2A has new engines, updated avionics and an advanced navigation and communication system. It also has anti-corrosion alloys, new polyurethane finish, greater passenger comfort, greater load bearing cargo winch, an expandable cargo cage, and a more reliable, powerful auxiliary power unit. ■





On the pier, two sailors work on USS Coral Sea's anchor chain.

## Coral Sea completes overhaul

USS *Coral Sea* (CV 43) steamed from the Norfolk Naval Shipyard, Portsmouth, Va., after a \$210 million, 15-month overhaul. *Coral Sea*'s 2,300-man crew and shipyard workers rehabilitated living spaces, modernized maintenance areas, and installed state-of-the-art aircraft support hardware. The overhaul will enable the ship to

travel alongside the newer, larger carriers well into the 1990s.

In a four-day sea trial following overhaul, the engineering crew brought *Coral Sea*'s 12 boilers and eight generators on line and cruised in excess of 30 knots.

*Coral Sea* is one of the few post-World War II carriers that will remain an important battle group carrier until the next decade. ■

—Story and photo by JOC James Giusti, USS *Coral Sea* (CV 43)

## Great Lakes NTC promotes seat belts

Naval Training Center, Great Lakes, Ill., is promoting driver seat belt safety with a quick action stop simulator.

Students of the Service School Command built a crash simulator from modified Air Force blueprints in 10 days for about \$1,000. The simulator consists of a seat with safety belt and shoulder

harness. The seat descends a 10-foot ramp to a speed of 10 mph. The simulator is built on a trailer so it can be easily transported for demonstrations.

Great Lakes police chief James Schwank said he wanted to make the crash simulator as visible as possible, on base and off.

"We plan to take it around to the various commands and any area events such as community picnics and fairs," said Schwank. "My only disappoint-

## VA handbook

The Veterans Administration's 1985 benefits handbook detailing the services available to eligible veterans and their dependents has been published and is available to the public from the Superintendent of Documents in Washington, D.C.

The 88-page handbook, "Federal Benefits for Veterans and Dependents," is produced annually by the VA and printed by the Government Printing Office.

Among the VA benefits outlined in the handbook are medical care, education, compensation, pension, insurance, home loan guaranty, job training and burial assistance. There is also information on medical benefits for veterans who were exposed to Agent Orange and radiation, and for veterans suffering from post-traumatic stress disorder.

Employment assistance and other Department of Labor benefits for veterans are described, as well as benefits provided by the Department of Defense and other government offices.

The handbook lists the addresses and local phone numbers of all VA offices, medical centers, national cemeteries, Vietnam veteran counseling centers and other VA facilities.

The benefits handbook can be purchased from the Superintendent of Documents, Washington, D.C. 20402. The stock number is 051-000-00170-2, and the cost is \$2.50. ■

ment is that we couldn't build it to demonstrate a crash at a greater speed." This would show the life-saving potential of seat belts and shoulder harnesses.

The crash simulator will promote the Navy's emphasis on seat belt use and will remind Illinois residents of the state's new law requiring mandatory front seat belt use.

The law is scheduled to go into effect July 1, 1985, and carries a \$25 fine for offenders. ■



# Reunions

• **USS Rudyerd Bay (CVE 81)**—Reunion planned 1985. Contact Richard Hansen, 11245 Dry Creek Road, Auburn, Calif. 95603; telephone (916) 885-4878.

• **USS Mars (AFS 1)**—Reunion planned 1985. Contact Everett R. Jones, P.O. Box 3302, Chula Vista, Calif. 92011.

• **Ships Company NATTC AMM School, Norman, Okla.**—Reunion planned 1985. Contact Carl E. Smith, 1520 Haywood Ave., Memphis, Tenn. 38127; telephone (901) 357-5734.

• **LCI (G) 457**—Reunion planned 1985. Contact Lyle Wood, Box 263, Flippin, Ark. 72635.

• **USS Block Island (CVE 21), USS Ahrens (DE 575), USS Buckley (DE 51), USS Barr (DE 576), USS Eugene E. Elmore (DE 686), USS Robert I. Paine (DE 578), VC 55**—Reunion May 30–June 2, 1985, Las Vegas, Nev. Contact USS Block Island Association, 4991 Merrill Dr., Las Vegas, Nev. 89120.

• **Yangtze River Patrol Association**—Reunion May 9–12, 1985, San Jose, Calif. Contact Lt. Cmdr. John H. Geyer, 1056 Bobolink Dr., Virginia Beach, Va. 23451.

• **USS Kershaw (APA 176)**—Reunion June 1985, New York. Contact Dr. Ralph W. Pruden, 630 5th Ave., Suite 1853, New York, N.Y. 10020-10111; telephone (212) 765-7469.

• **Association of Aviation Ordnancemen**—Reunion June 21–23, 1985, Reno, Nev. Contact G.F. Gannon, 1245 Cunningham Ave., St. Charles, Mo. 63310; telephone (314) 946-0503.

• **USS Iowa (BB 61)**—Reunion June 28–29, 1985, Virginia Beach, Va. Contact John Larsen, Route #1, Box 225, Underwood, Iowa 51576; telephone (712) 566-2041.

• **VA 305**—Reunion July 1985. Contact Lt. B.E. Rainey, Attack Squadron 305, NAS Point Mugu, Calif. 93042-5019; telephone (805) 982-8443.

• **USS Salisbury Sound (AV 13)**—Reunion July 1985, Reno, Nev. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **USS Converse (DD 509)**—Reunion July 3–7, 1985, Portland, Maine. Contact Andy Fosco, 50 Nance Road, W. Orange, N.J. 07052; telephone (201) 731-8999.

• **USS Conner (DD 582)**—Reunion July 3–8, 1985, San Diego. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708.

• **USS Maryland (BB 46)**—Reunion July

9–14, 1985, New Orleans. Contact Larry Varnell, 4829 Argonne St., Metairie, La. 70001; telephone (504) 885-5334.

• **USS Dashiell (DD 659)**—Reunion July 12–14, 1985, Cranford, N.J. Contact W. Clark, P.O. Box 451, Cranford, N.J.; telephone (210) 272-3438.

• **USS McGowan (DD 678), USS McDermut (DD 677)**—Reunion July 12–13, 1985, Philadelphia. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **USS Soley (DD 707)**—Reunion July 12–14, 1985. Contact Jim Treaster, 4313 S. Union, Independence, Mo. 64055; telephone (816) 373-8233.

• **USS Nevada (BB 36)**—Reunion July 17–21, 1985, Carson City, Nev. Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **USS Eberle (DD 430)**—Reunion July 19–21, 1985, Williamsburg, Va. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **UDT/SEAL**—Reunion July 19–21, 1985, USNAB Little Creek, Va. Contact Fraternal Order of UDT/SEAL, P.O. Box 5365, Virginia Beach, Va. 23455.

• **115th Naval Construction Battalion Veterans, World War II**—Reunion July 25–28, 1985, Flint, Mich. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Calvert (APA 32)**—Reunion July 26–28, 1985, Denver. Contact Jim McFetridge, 2671 S. Yarrow, Lakewood, Colo. 80227; telephone (303) 985-1165.

• **VP/ML 7, VP 119**—Reunion July 26–27, 1985. Contact Bill Lally, 6160 Arlington Expressway, Jacksonville, Fla. 32211; telephone (904) 724-4420.

• **USS Enterprise (CV 6) Marine Det.**—Reunion July 21–24, 1985, Seattle. Contact Louis Michot, P.O. Box 52169, Lafayette, La. 97045.

• **USS Enterprise (CV 6)**—Reunion July 25–28, 1985, Eugene, Ore. Contact James Barnhill, 6633 Briley Dr., Fort Worth, Texas 76118.

• **USS Manchester (CL 83)**—Reunion Aug. 1–4, 1985, Manchester, N.H. Contact Frank E. Helfenberger, 12012 Meridian Ave. N., Seattle, Wash. 98133; telephone (206) 365-7455.

• **Guadalcanal Campaign Veterans**—Reunion Aug. 1–4, 1985, Colorado Springs, Colo. Contact Ted Blahnik, P.O. Box 181, Coloma, Mich. 49038-0181; telephone (616) 468-5938.

• **Navy Band #13**—Reunion Aug. 1–6, 1985, Hammondsport, N.Y. Contact Dale Phillips, 3993 Chesapeake Dr., Edgewater, Md. 21037; telephone (301) 798-0681.

• **USS Baltimore (CA 68)**—Reunion Aug. 2–4, 1985, Baltimore. Contact Earl A. Harding, 187 Clever Road, McKees Rocks, Pa. 15136; telephone (412) 787-1119.

• **USS Salt Lake City (CA 25)**—Reunion Aug. 2–6, 1985, San Diego. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **USS Medusa (AR 1)**—Reunion Aug. 4, 1985, San Diego. Contact Charles W. Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (619) 420-9299.

• **USS Marsh (DE 699)**—Reunion Aug. 5–9, 1985, Orlando, Fla. Contact John F. Cullinan, 36235 N. Mill Court, Gurnee, Ill. 60031; telephone (312) 356-2637.

• **Destroyer Escort Sailors Association**—Convention Aug. 5–9, 1985, Orlando, Fla. Contact Jack Collins, P.O. Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

• **USS Callaway (APA 35)**—Reunion Aug. 6–8, 1985, Portland, Ore. Contact Wallace Shipp, 5319 Manning Place, N.W. Washington, D.C. 20016; telephone (202) 472-1948.

• **Aviation Boatswain's Mates**—Convention Aug. 6–10, 1985, San Diego. Contact ABCM Charles Wyatt, P.O. Box 228, Lakehurst, N.J. 08733; telephone (619) 748-5197.

• **USS Gainard (DD 706)**—Reunion Aug. 8–11, 1985, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708.

• **USS Ranger (CV 4)**—Reunion Aug. 9–11, 1985, Wakefield, Mass. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Topeka (CL 67)**—Reunion Aug. 9–11, 1985, Grand Rapids, Mich. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

• **WAVES/Women of the Navy**—Reunion Aug. 29–Sept. 14, 1985, Scotland. Contact Ann Collins, 3346 Runnymede Place N.W., Washington, D.C. 20015; telephone (202) 362-2315.

• **USS Clay (APA 39), USS Elizabeth C. Stanton (PA 69)**—Reunion Aug. 31–Sept. 1, 1985, Charleston, S.C. Contact John Brass, 403 E. 330, Willowick, Ohio 44094; telephone (216) 943-2079.

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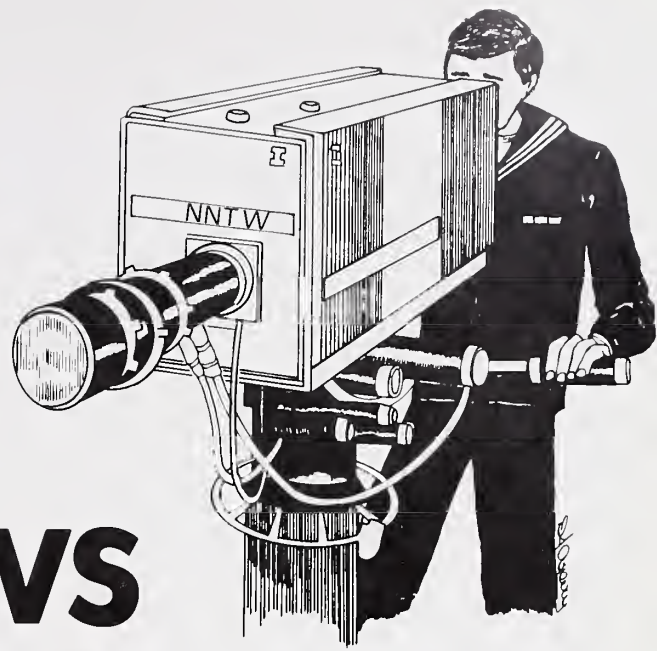
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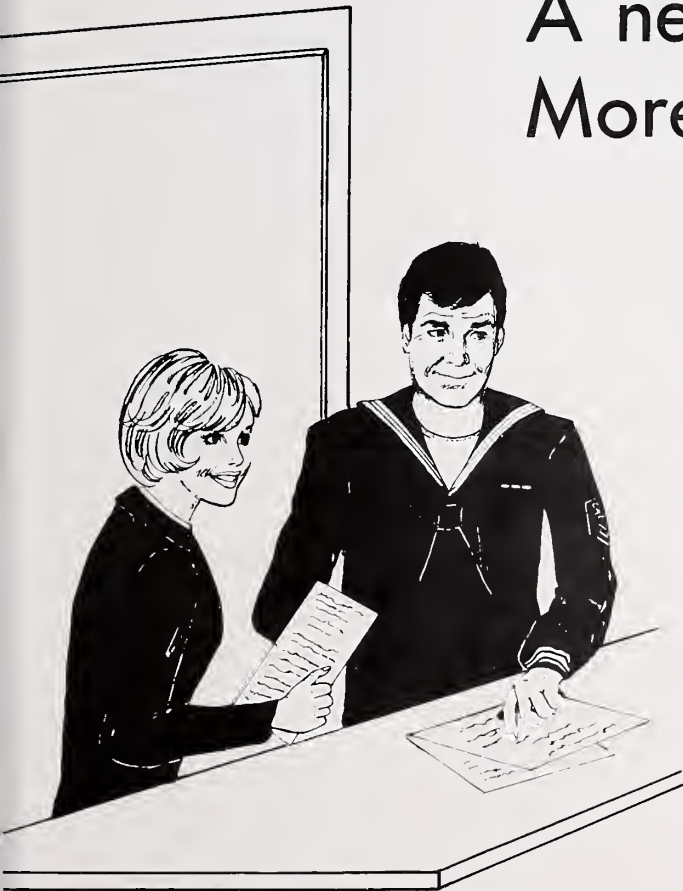


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# ALL HANDS

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MAY 1985



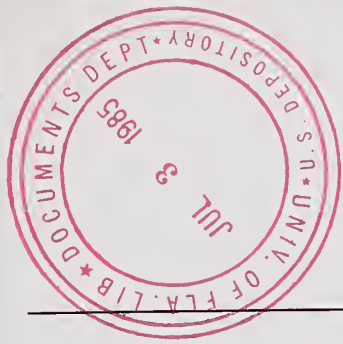
## SIGONELLA

The 'old country' and  
the Navy living together

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# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
MAY 1985—NUMBER 818  
62nd YEAR OF PUBLICATION

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## Covers

**Front:** The flavor of Sicily is its people, such as this Italian farmer. Learn about Sigonella beginning on page 22. Photo by PH3 Joan Zopf.  
**Back:** Road traffic is a treat on Via Garibaldi in Catania, Sicily. Photo by PHC Chet King.  
**Inside Front:** Lt. Bruce Grooms directs line handlers from the bridge of USS *Jacksonville* (SSN 699) as the submarine gets under way. A story on life aboard an attack submarine begins on page 2.

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USS Saint Paul (CA 73) reunion

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# SUBMARINES

## Living under the sea

“Dive! Dive!” A-OOOGAHHH!  
A-OOOGAHHH!

The urgency of the command and the bellowing of the claxon were in marked contrast to the cool response of the submariners in the control room. The diving officer, chief of the

watch, planesman/helmsman did their tasks as they had hundreds of times before—methodically, professionally. They worked with the confidence of men who know their boat and their jobs completely.

Slowly, smoothly, effortlessly, USS

---







*Memphis* (SSN 691) slipped beneath the Atlantic Ocean's chilly waters. Except for the depth gauge numbers spinning away . . . 100, 200, 300 feet . . . there was no indication that *Memphis* was gliding beneath tons of sea water.

Leveling at about 400 feet, operating in waters some 2,000 fathoms deep, the submarine began its run from Port Canaveral, Fla., to its Norfolk home port.

The crew soon fell into a familiar under way routine. For most, that meant three-section duty; six hours on watch, 12 hours spent in constant training and qualification, systems maintenance, and eating-and-sleeping-and-recreation . . . but not much recreation.

Earning the coveted silver dolphins is the immediate goal of every enlisted man new to a submarine. Staying qualified, expanding their knowledge and helping the newcomers is the goal of the experienced men.

Attack sub sailors have amazing knowledge. They have to know many aspects of the boat . . . and they know them all. Each qualified submariner, and in some cases even the so-called "non-quals," can speak knowledgeably about any system on board the boat.

It takes almost a year, sometimes longer, to "qualify in submarines"—to get the treasured dolphins. The training is intense. Everyone on board must know every major system in the sub. It isn't unusual to see a yeoman who has earned his dolphins tell a machinist's mate all about the hydraulic or pneumatic systems on board.

"Those guys (qualifying) put in a tremendous amount of hours," said Master Chief Machinist's Mate (SS) Barry Reade, chief of the boat (COB). Reade is the senior enlisted man aboard. "If a man doesn't have to go to any schools, if he doesn't go on any leave, if he doesn't have to do any mess cooking, it'll take him 10 months of constant work to get qualified.

"They have to learn every major ship system. They have to be able to draw it, to describe how it works, to give you the parameters of the system—what alarms are associated with what systems, where

the overrides are for all the hydraulic valves.

"Even though he might not be a torpedoman, he has his weapons checkout. He has to go down (to the torpedo room) and be able to tell you all the interlocks associated with making the torpedo tube ready and getting it to fire.

"A torpedoman has to be able to draw a basic diagram of how the refrigeration plant works, a basic diagram of how the air conditioning plant works. . . . A fire control technician has to be able to draw a basic diagram of how the nuclear reactor operates and give a basic diagram of how the steam generator works.

"The day that a man qualifies doesn't mean that he knows everything. All that says is that he has a foundation, a good solid foundation, to build submarine knowledge on."

Sub commands are serious about getting a man qualified. They know that such training is the cornerstone of the submarine force's success.

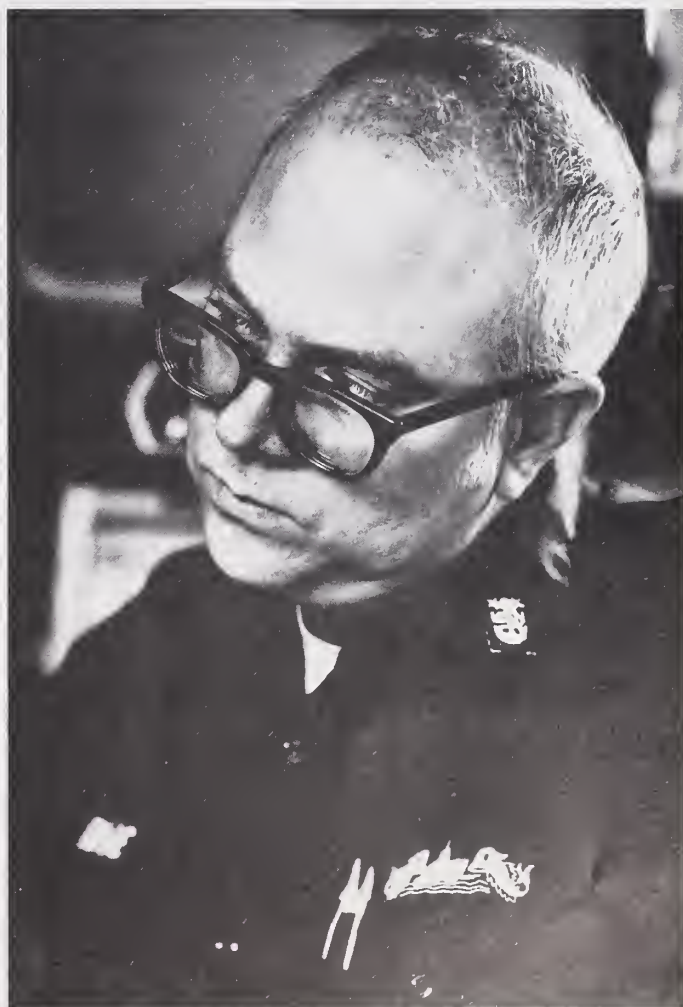
"We tell our guys when they come on board that their number one priority is to get qualified," said Lt. Cmdr. Michael E. Freeley, executive officer aboard *Memphis*. "We rate it pretty high. Each guy in the crew has to be ready to do most any job in a damage control situation in any compartment, so his qualification is paramount."

According to Reade, it's not unusual for some men to work almost non-stop for 24 to 30 hours at a stretch while under way.

"The sacrifices that men make on fast attack submarines are unbelievable," he said. "They get damn little time off. They average, I would say, 60 to 80 hours a week when we're in port. Last year, we were gone 70 percent of the time out of our home port. We have a schedule, but on a fast attack, it's set in quicksand. We've got more things to cover than we've got submarines. We got an emergency call in one day that said we were going out the next morning. We didn't know how long. It was 40-odd days later when we pulled back in."







Clockwise from left: Jacksonville heads out to sea after leaving Port Canaveral, Fla. A Memphis submariner checks to make sure the trunk leading up to the bridge is all clear before he goes below into the control room. MMCM(SS) Barry Reade, chief of the boat aboard Memphis.



\* \* \*

Every time a sub goes out, it must carry enough food on board to remain at sea for 60 days. Senior Chief Mess Management Specialist (SS) Albert Welchman aboard *Memphis* estimates that his crew goes through an average of 25 loaves of bread, 28 gallons of milk, and 10 pounds of coffee every day. Multiply those figures by 60 and you can see how important food management is aboard a fast attack submarine. And don't forget about the meat, vegetables and fruits, the flour, butter, sugar and other staples.

"The cooks are a focal point for morale," said COB Reade. "If a guy has a crummy meal, he's going to be grouchy all day. So meals are extremely critical."

According to many submariners aboard *Memphis* and USS *Jacksonville* (SSN 699), sub food is the best in the fleet.

"If you want a sandwich, you go into the galley and make a sandwich," a submariner aboard *Memphis* said. "It's more personal here. You can get food just about whenever you want it."

Four meals are served every day, including midrats. The food is served hot, right when it's finished cooking. No steam tables here to keep food warm for an hour or so after it has been prepared. Instead of standing in a galley line, a sub sailor gets table service. There's not enough room on the mess decks to do it any other way.

*Memphis*, and any other nuclear-powered submarine in the U.S. fleet, could prowl the oceans indefinitely if it weren't for having to replenish food supplies. That's the only thing a nuclear-powered sub has to surface for.

The freezer and dry goods storage areas almost always are stuffed. When an attack sub begins its patrol, the overflow of canned goods spills into the crew's mess. The men literally have to walk on food until they eat their way through it.

Space is at a premium aboard an attack submarine. The aft half is taken up by engineering spaces. Up forward is the sonar equipment. Every cubbyhole, nook

and cranny has something in it: a notebook, pens, pencils, a holder for a cup, an ashtray, a calculator.

You can't pass shoulder to shoulder anywhere aboard 688 class subs—you have to turn sideways. And if you're tall, you'd better watch your head. One 6-foot 4-inch sailor aboard *Jacksonville* wore what he called his "under way hat"—a red hard hat. He said he got tired of smacking his head.

The crew's mess, where enlisted men and chiefs eat, is about the only open area in the 360-foot boat. It's also a lecture and training area, a lounge, a study and reading room, an entertainment center and a place to get together with a shipmate and shoot the breeze. It's a gathering place, a place where crewmen meet in passing while going aft, or while getting some coffee or a soda or ice cream or bug juice.

If a sailor aboard an attack sub wants to be alone, he's pretty much out of luck. The only place he can call his own is his rack—a 36-inch by 26-inch by 76-inch hunk of space. There are 96 enlisted bunks on board, but sometimes there are 10 to 20 more enlisted men in the sub than there are bunks. Some men bed down in the torpedo room; others use air mattresses and sleeping bags in the dead-end passageways in berthing areas. For a few, it means hot-racking—three men for every two racks, sleeping in shifts. Being a fast attack sub sailor can be a tough way to make a living.

"The guy's bunk is really his kingdom on a submarine," said Cmdr. William L. Norris, commanding officer of *Memphis*. "That is the only spot that really is his little niche. If he gets upset and has to get away from it all, he can't just take a walk on the poop deck or something."

To improve living conditions aboard fast attacks, the Navy plans to add more bunks during overhauls.

"We've grown through computers to make things smaller," Norris said. "During the first overhaul, the computer room on the middle level gets shifted to the upper level because they've been able to microminiaturize more. We'll get nine more







Clockwise from lower left: Jacksonville at periscope depth, ready to submerge. Cmdr. William Norris, commanding officer of Memphis. From this section of the control room, the helmsman, diving officer, planesman and chief of the watch guide Memphis through the ocean's depths while keeping a close eye on the instrument panel. The angle of the liquid in the juice machine shows how steep Jacksonville's dive is.



bunks in that space. That will go a long way. We're going to go from 96 to 105 bunks. If I get nine more bunks, I'm back to having more than enough, if I don't have any trainees."

In a second overhaul, an additional 12 bunks will be added.

Submarine commanding officers know how tough duty aboard fast attack subs can be, so most try to make things easier for their crew. One way is to allow the men to wear "poopie suits"—blue or black submarine coveralls—because they are easy to jump in and out of, and they're comfortable. When a crew member is awakened, it's easier for him to jump into coveralls and zip up, rather than fumble with shirts, pants, belts, buttons, snaps and zippers.

When under way for long periods, most submariners wear what is known as "patrol footwear"—that's just about any kind of shoe they want to wear. Many wear running or court shoes. Leather deck shoes with rubber soles are also popular.

COs can't do anything about getting mail to the crew, though. Unlike surface ships, fast attack submarines don't have helicopters swoop down to them with mail bags.

They do get familygrams, however.

"You can give eight of these message forms to your wife, your loved ones, your mom, or whoever you want to give them to," said the *Memphis* COB. "They can send these eight 40-word messages to you while you're on patrol. But we transmit no outgoing, because every time you transmit an outgoing, it's a chance to get pinpointed. You've got to put up an antenna, and there's a chance someone's radar could pick up the signal."

But occasionally the submarine will rise to periscope depth, and there's time for a few lucky sailors to get "periscope liberty."

\* \* \*

In a submarine hundreds of feet below the ocean's surface, time of day doesn't seem to matter. The sailors see no sunrise,

no sunset, no moon. The passage of time is measured by the watches, the training, the work and the sleep.

"I don't know if I could sleep eight or 10 hours," said one submariner. "I'm so used to getting only three or four at a time."

In the berthing areas, lit only by dim red lights so that the men not sleeping can see, or in the living and working spaces, which are lit all the time, a submariner can't tell whether it is night or day without looking at his watch. Even then he sometimes has trouble figuring out whether it is a.m. or p.m.

Aboard *Jacksonville*, one crewman had his own way of telling night from day: "When you get up to go to work or eat in the crew's mess, it's daytime. When you hit the rack in berthing, it's nighttime. It's as simple as that."

The control room is the only place where you can tell night from day without looking at a watch. During daylight hours the overhead fluorescent lights are on. At sunset, the control room goes dark—either "rigged for black" or "rigged for red." When rigged for red, the stars—a glowing galaxy of tiny red lights—come on and illuminate the myriad controls.

To the untrained eye, the control room is hopelessly, utterly incomprehensible. Some kind of gauge or scope or dial or monitoring device for almost every system aboard the sub is packed into the 30 by 30 foot room. To the submariners, those controls represent the ship's vital signs . . . its pulse rate, its blood pressure, its temperature, its breathing, its life—all in digital read-out.

Submariners are very protective of their self-contained world. As on surface ships, the men generate their own power and produce their own fresh water. But sub crews must do something more. They must make their own air. There is no fresh air hundreds of feet below the surface of the ocean in an airtight submarine.

For that reason, no aerosol sprays are allowed on board—no aerosol deodorant, only stick or roll-on; no aerosol shaving cream, only the brush-type or non-aerosol







Clockwise from left: An early morning (2 a.m.) haircut in a Jacksonville head. Memphis submariner MS2(SS) Bill Csehy prepares dinner in the small galley. Attack submariners sometimes must do paperwork wherever they can find space. Training to get the treasured "dolphins" goes on around the clock while under way.



gels; no shoe polish; no lighter fluid; no paint. The air is monitored constantly for contaminants and the proper mix of gasses such as oxygen and nitrogen. A roving watch stander constantly monitors the complex piece of gear that continually "scrubs" the air of carbon dioxide.

\* \* \*

Submariners are secretive about their missions—about the patrols they go on. One of the primary missions of a submarine is to remain undetected, so for submariners to talk about the operations would be self-defeating.

"I'd like to talk about the ops, but I can't," said Reade. He could, however, talk about the operations in general terms.

"FBM (fleet ballistic missile submarines) go on deterrent patrols; their whole objective is to stay undetected. So if they hear somebody out there, they go the other way. When we're (attack submarines) out there, we're like the old hound dog. You smell something, you go after it, find out what it is, identify it, classify it—whatever it is—and take all the data down that you can.

"The biggest advantage of a submarine is not how fast or how deep it can go; it's how quiet it can go. These things (the Navy's *Los Angeles*-class attack submarines) are great. They're real fast and real quiet."

Knowing the kinds of things a *Los Angeles*-class fast attack sub can do makes the fast attack submariners a very confident group.

There's a saying among fast attack sailors: *There are only two kinds of ships—submarines and targets.*

It's not cockiness; it's confidence.

"After serving on board a sub, I'll never want to have to go to sea on a 'skimmer' (surface ship)," said Electronics Technician 1st Class Joseph E. Jefferies Jr. aboard *Jacksonville*.

Most submariners take pride in serving aboard a sub; some of them complain, but there's a measure of pride even in that. It's as if they say, "See how tough this

duty is, and I *volunteered*. I'm tough, too. I can take it, and I'll keep coming back for more."

If you ask fast attack sailors why they volunteered and remain submariners, you'll get a variety of answers.

"I was asked why I joined the sub service. I said it was because of the safety factor," joked one *Jacksonville* sailor. "There are more airplanes in the ocean than subs in the air."

Some aren't quite sure why they do it. They just know it's important.

"I think every guy on a submarine, no matter how junior or senior he is, is extremely important to the ship's mission," Feeley said. "We tell them that when they first report aboard, and it's not too long after they report aboard that they begin to believe it.

"We entrust a brand new guy off the street, out of boot camp with a couple of weeks of submarine school, with standing watch as a helmsman and as planesman. It's not too long before a guy realizes that he is extremely important and understands that."

Others list patriotism and duty to country as reasons for being in the submarine service. But pride in their service and in the jobs they do seems to be the most common answer.

"I want you to feel these," said Welchman. He unbuttoned the top few buttons of his khaki shirt and turned down his metal dolphin insignia so the back was facing out. The points of the pins on the back of the insignia were just barely sticking through their metal caps.

"Every time I wear these, I'm reminded of the day I earned them and of what they mean to me."

The senior chief shot a sly smile at a nearby first class who was listening.

"You wanna know why we do it?" asked the senior chief.

The first class began nodding his head as if he already knew the answer.

"Because we're submariners." □

—Photos by JOI Gary Hopkins







Clockwise from left: Sometimes agility is as necessary as management when it comes to planning a menu for attack submariners—here a mess cook hunts for an item in Jacksonville's "reefer." A Memphis submariner finds a good light to study by next to a MK-48 torpedo. The crew's mess aboard Memphis. Nothing is wrong with Lt.Cmdr. John Kolbeck's eyes; he's wearing red lens night goggles to preserve night vision.

# Soviet submarines:

Somewhere deep in the ink-blue waters of the world's oceans—perhaps in the quiet cold beneath the polar ice-cap—lurk some of the largest and deadliest ballistic missile submarines built.

These mammoth boats—each almost two football fields in length—harbor 20 multiple warhead missiles apiece. With a firing range of 4,500 nautical miles, their destructive power can be unleashed

on main targets from vast stretches of the world's oceans.

These lethal *Typhoon*-class boats are key players in the silent contest for control of the ocean depths—and they belong to the Soviet Union.

Since World War II, the Soviet submarine force has become a formidable opponent. By the end of the 1950s, Soviet shipyards turned out more than 300

diesel attack subs and the first nuclear-powered Soviet submarine was operational.

Annual construction rates have dropped off since that time, but the Soviet submarine buildup continues to be impressive. During the past few years, Soviet submarine production averaged 10 units per year—most of them nuclear powered. Four Soviet shipyards, including a vast complex at Severodvinsk on the White Sea, are turning out six classes of attack submarines.

As a result of this effort, Moscow deploys the world's largest submarine fleet—more than 380 boats.

Emphasis today is on larger, quieter, more capable submarines with greater offensive punch. In addition to its *Typhoon*-class subs, the Soviet Navy recently launched the first *Delta IV* ballistic missile submarines.

The *Delta IV* submarine—slightly longer than its predecessor—is the latest in the *Delta*-class. The newest addition to the class will carry a new missile with more warheads and greater accuracy than the missiles on earlier *Delta*-class submarines. This reflects the Soviet resolve to strengthen its sea-based nuclear strike capability.

In all, the Soviet Navy has 75 ballistic missile submarines. More than 30 of these vessels are capable of striking the United States from Soviet home waters. By operating near or under the polar ice-cap, they reduce their chances of being detected and destroyed.

Soviet submarine forces also include at least six *Alfa*-class attack vessels—the world's fastest and deepest diving submarine—and the *Oscar*-class cruise missile submarine.



Above: Artist's conception of a Soviet Oscar-class submarine being built at the Severodvinsk shipyard. Opposite page: (top to bottom) Victor III-class submarine photographed while disabled and adrift; artist's conception of a submerged Soviet strategic ballistic missile submarine.



# The silent giants

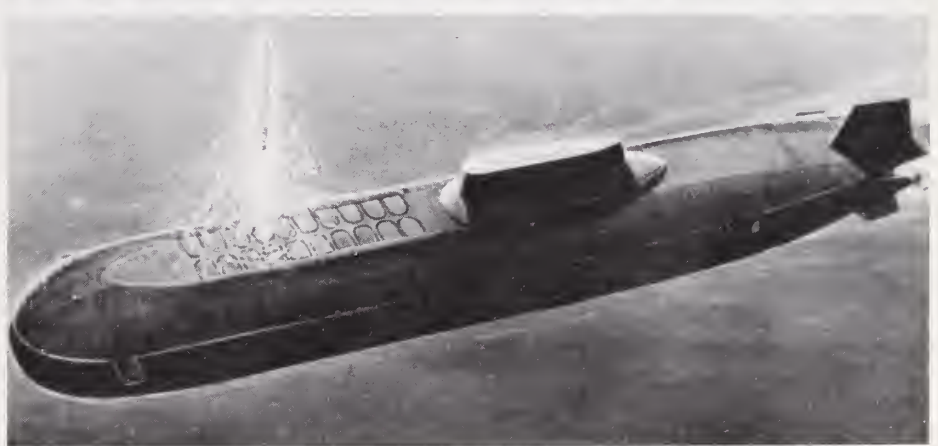
The *Oscar* carries 24 nuclear-capable missiles. These cruise missiles have a 300-mile range and can be launched while the submarine is submerged. This weapon system represents a potent threat to any ship on the high seas—including U.S. aircraft carriers.

Through aggressive research and development, the Soviet's also have developed several other classes of quieter, faster and more versatile nuclear powered attack submarines. Recent additions to the Soviet submarine force include the *Mike*-, *Sierra*- and *Akula*-class vessels.

The first *Mike* became operational in 1983. It is larger than U.S. *Los Angeles*-class submarines and is armed with torpedoes and anti-submarine warfare missiles. In recent testimony before the Senate Armed Services Committee, Rear Adm. John L. Butts, director of naval intelligence, said, "It (*Mike*) is probably quieter than most other Soviet nuclear submarines and may have some performance capabilities superior to those of U.S. submarines."

*Sierra* submarines, introduced to the Soviet fleet in 1984, are considered a clear demonstration of the high priority the Soviets place on submarine development. A multipurpose SSN, the *Sierra*, is a followon to the earlier *Victor* III-class SSN. The *Sierra* is believed to have a larger pressure hull and improved capabilities compared to the *Victor* III.

The Soviets launched yet another nuclear powered attack submarine in 1984—the *Akula*. The *Akula*, which is similar in capabilities to the *Sierra*-class, emphasizes Soviet resolve to upgrade their anti-ship and anti-submarine



warfare capabilities.

Future developments are expected to follow the established pattern of bigger, faster, quieter and more potent submarines joining the Soviet submarine force. Newer submarine classes are showing clear design improvements over their predecessors and are narrowing the technology lead long held by the United States.

The submarine remains the backbone of the Soviet Navy. In addition to its traditional role as a defensive and interdiction weapon, the Soviet submarine now

has a vital strategic offensive role.

Extremely long-range missiles have given Soviet ballistic missile submarines the capability to fire against strategic targets deep inside the territories of other nations. In the next decade, advances in other Soviet submarine programs are expected to result in an underwater force that is predominantly nuclear powered and better able to fight prolonged, short range submarine engagements—especially in defense of Soviet ballistic missile subs. □

—Story by JOI(SW) E. Foster-Simeon

# 39 years from captain to admiral

Story and photos by JO2 Marjie J. Shaw



When Robert S. Chew retired in 1946, he carefully stored his captain's uniform, tucked away 38 years of memories and cherished friendships, settled in his Jamestown, R.I., home, and went on with the business of civilian life.

Thirty-nine years later, Chew was again in uniform. On Feb. 23, just nine days short of his 98th birthday, he became an honorary flag officer in the Navy Supply Corps. Surrounded by friends and family at his home, Chew received a framed certificate signed by Rear Adm. Edward K. Walker Jr., chief of the supply corps.

The certificate was presented by Commodore Daniel W. McKinnon Jr., SC, vice commander of Naval Supply Systems Command, Washington, D.C.

Chew told the tales of a seagoing man, tales of his friends and associates, many who are known to today's sailors as illustrious names in history books.

The Navy Pay Corps took care of ship supplies in 1908 when Chew, after passing a presidential examination, was commissioned. The academy was out of Chew's reach since President Theodore Roosevelt appointed only sons of Army and Navy men. Chew's father was not a Navy officer.

"I took the competitive exams when I

was 21," said Chew. "At that time, there were seven vacancies and there were 150 young men who took the examination that lasted several days. I was No. 5 to pass the exams."

In those days, U.S. Naval Academy graduates became "passed midshipmen," and they served in that rank for two years. "Then, if they behaved themselves, they became ensigns," Chew said.

Chew's indoctrination, unlike that of today's naval officers, was a three-month tour on board the USS *New Hampshire* (BB 25) at the Portsmouth Navy Yard, Va. Having been commissioned right away, Chew was senior to the 16 passed midshipmen already on the ship. "I had a full stripe, so the senior passed midshipman had to have the second best stateroom. They all had to move one stateroom down," Chew said. "I was not particularly popular when I arrived."

The *New Hampshire* was a newly commissioned battleship skippered by then-Capt. Cameron Winslow, who was later promoted to rear admiral. When Chew reported on board, he was shown to his stateroom where he immediately went to bed. The next morning when he awoke, the ship was under way, and Chew was

told to report in "frock coat and sword" to the commanding officer.

"Capt. Winslow was a friend of my father," Chew said. "He knew who I was and that I was on the ship. He looked me up and down from head to foot and said, 'How did you get here young man? Did





you swim?" I didn't know (that) the first thing you were supposed to do was report to the commanding officer. I knew a lot more about the Navy when I left (*New Hampshire*) than when I joined her."

Following his hands-on introduction to Navy life, Chew reported for duty on board the gunboat *USS Marietta*.

In 1910 the Pay Corps—responsible for paying, feeding and clothing crews and supplying ships—was renamed the Supply Corps.

Rear Adm. Samuel McGowan, chief of the Supply Corps from 1914 to 1920, was among Chew's acquaintances. "I got to know him about as well as any lieutenant could," said Chew. "He gave the Supply Corps military titles. When he was about ready to retire, he called me into his office. He said, 'Chew, when I go into my retirement ceremony, on the tail of my frock coat I'm going to wear a sprig of mistletoe.' "

According to Chew, the mistletoe was a final salute to Secretary of the Navy Josephus Daniels, remembered in history for removing alcohol from Navy ships. "Nobody liked him—NOBODY," said Chew. "Franklin D. Roosevelt was assistant secretary of the Navy then. In those

days, they'd wait for Daniels to go away on a trip, then they'd go to Roosevelt, and he would get stuff through."

It was July 1, 1914, when the Navy ended its practice of allowing alcohol on board ships. Before that, all ships had a wine mess and a regular mess. Chew was supply officer on board *USS Chester* (CL 1), which was berthed with several other ships in the Boston Navy Yard.

"On the last day of June," Chew said, "the officers who were not on duty but who were on board, went around to each of the ships in the yard and drank up the rest of the liquor. That was quite a night."

Chew served on several other ships, including *USS Neptune* (AC 8), *USS Susquehanna*, *USS Arkansas* (BB 33), and *USS Whitney* (AD 4).

When Franklin D. Roosevelt was assistant secretary of the Navy, official business took him to Haiti at the time the sinking of the *Lusitania* pulled the U.S. into war. Roosevelt, anxious to return to Washington, sought passage to Norfolk, Va., on board the *Neptune*. Chew was serving in the *Collier*-class ship, which was one of the first to use turbine reduction gear in the propulsion system.

Years later, when Roosevelt became president, Chew, then a commander, attended the annual Navy reception in Washington, D.C., given by the President. An aide was helping Roosevelt stand and was introducing guests.

According to Chew, when the aide said, "This is Commander Chew," Roosevelt replied, "You don't have to give me his name. We're old shipmates!"

From 1933 to 1936, Cmdr. Chew was a student at the Naval War College, Newport, R.I. "The War College ruined me for the Supply Corps," he said. "Back then, Supply Corps officers knew nothing about logistics except, 'I hope I have the

right number of beans when I take inventory.' "

From 1936 to 1940, Chew served on the staff of the chief of naval operations in the war plans section. From there, he moved his family to San Juan, Puerto Rico, where he had duty on the staff of commandant, 10th Naval District. The commandant, Capt. Raymond Spruance, "was a great friend" of Chew.

Chew chuckled as he related one of his favorite Spruance anecdotes. One evening Chew and his wife, Beatrice, arrived to escort Margaret Spruance to a musical performance. As they prepared to leave, Spruance asked what time they would return. Informed that they did not know, Spruance pressed his wife to say whether she would be home before midnight.

"I told you I don't know," said Margaret. "Why is it so important?"

Spruance wanted his wife home before midnight, while he was still a captain; the next day he would be an admiral.

In 1941, while stationed in San Juan, Chew was retired from active naval service. On the same day, he returned to active duty and served through the end of World War II.

Chew was promoted to captain in 1942. The same year, he reported to Newport as the Navy purchasing officer. Subsequently, he became the commanding officer of the Naval Supply Depot, Newport. NSD became the Navy Supply Center, and Chew was instrumental in making the purchasing office a division of the center.

In 1946, Chew retired from the Navy for the second and final time. He still lives in the Jamestown home he purchased in 1929.

Chew's wife, the former Beatrice Pollock, died in 1966. He has three children: Robert S. Jr., a retired Navy captain; Beatrice C. Hutcheson, and Mary C. Jones. He has six grandchildren and 12 great-grandchildren.

The Navy Supply Corps' oldest living officer and the Navy's 11th oldest living retired officer is now its newest flag officer. □

*Shaw is assigned to the public affairs office, NETC, Newport.*



Retired Capt. Robert S. Chew (left) talks about the old Navy with Capt. Bernard D. Dunn, comptroller for the Navy Education and Training Command, and Commodore Daniel W. McKinnon, vice commander for the Naval Supply Systems Command.

# A time for remembering and

Story and photos by John D. Burlage

*Ships are only hulls, . . . when no life moves in the empty passageways.*

—Sophocles

She is, the more callous among us will say, nothing now but memories and rusting blue blades.

She is—was—the heavy cruiser USS *Saint Paul* (CA 73). From birth at launching to purgatory at decommissioning, she existed more than 26 years. A few years later, she died at scrapping. “Cut up for razor blades”—a common expression in the Navy.

Some, more emotional and sentimental, say she was killed.

From September 1944 to April 1971, the Navy’s last active all-gun cruiser was part of the lives of the sailors and Marines who served in her. Many of them can’t forget her, can’t forget a 673-foot world encased in steel and set on the sea.

Through those years, they steamed with her from the West Coast to the western Pacific. They were her mind, her eyes and her hands when she fired naval salvos of World War II, when she bombarded Korea, when she sent her shells into the enemy shores of Vietnam.

Men, metal painted gray, and guns—that’s what she was. Eight-inch 55s in three turrets, one forward and two aft of the superstructure; 5-inch 38s; 3-inch 50s as an anti-aircraft battery.

A finger on the master trigger in main battery control. Shells blasted by black powder toward an unseen enemy. Dust broken loose from the overhead with every barrage. Broken windows on the bridge,



cracked by the concussion of broadside.

Occasionally, death for the men in her, men lost in a turret explosion or over the side into a typhoon-whipped ocean. The sea is a harsh mistress to ships and their men.

The men.

Oh, yeah, the men.

The men who fought her through the last days of World War II, men who served proudly because the enemy was evil and America was the reluctant heroine. The men who took her out the first time, the plankowners.

In Korea, a “police action” and not really a war the American people understood, still they came up her forward brow as officers or up her after brow as enlisted men—to serve.

And in Vietnam, again they served. Her guns sounded more times, the record will show, than those of any other American warship. She fired 93,000 rounds in a war much of America opposed, with a crew of young men far, far removed in time and temperament from the young men who

served in World War II.

One of the men of World War II was Frank I. Alliger Jr. Even then, he was usually called “fke.” The nickname had





# renewal

nothing to do with the general who became President of the U.S., but was inherited from his father in Buffalo, N.Y., Alliger says.

From his days in the cruiser's precommissioning crew until he left her in September 1946, he was seaman first class and a baker. It was, he grins, the easiest job he could find.

Like thousands upon thousands of others, Alliger got out of the Navy as soon as he had the points he needed to earn an honorable discharge. He went back to New York, to Tonawanda. There was a marriage, to a lovely lady whose "Dorothy" long ago became "Dot." Twenty-eight years Ike was a policeman. Retirement one day, the move to Florida the next. A whole life lived away from the sea and the ship named *Saint Paul*.

Still, the memories wouldn't fade. They

kept nagging at him, "like unfinished business," he says. He became irritated by friends at the American Legion or the VFW hall telling stories of the reunions of their old Army units—or, worse, their ships.

Why not, Alliger asked himself, a reunion for the heavy cruiser *Saint Paul*? When you're Ike Alliger, a question like that demands an answer. With no experience, and no help at first, he set about organizing a reunion as 1983 came to an end.

He found a likely spot, Clearwater Beach, Fla., for what he figured would be a gathering only of plankowners—maybe 50 of them, all probably retired and more than willing to relive World War II experiences while sitting near a tourist hotel by a Florida beach.

Alliger advertised, in the *V.F.W. Magazine*. He got responses. He was surprised when all were not from plankowners. Others wrote—the men of other times who served in *Saint Paul*. They asked: Why don't you include us?

Alliger is an honest man, especially about himself. "I decided I was a dummy, trying to limit the thing to plankowners," he says. "So I started advertising again, this time for anybody who'd ever served in the Snooky Poo."

"Snooky Poo." One of several *Saint Paul* nicknames. It wouldn't last long when Ike's reunion became reality late in 1984. "The Fighting Saint" was much more preferred by the more than 90 former crew members who went to Clearwater Beach to marry their memories to Alliger's.

I was one of them, one of the men of *Saint Paul*.

I wasn't a plankowner, of course, nor did I see *Saint Paul* through combat. I was one of the "in-betweeners," one of the thousands who holystoned her teak-wood decks and fired her boilers and took her to ports on the West Coast and in the western Pacific in the years between conflicts, the years she was a "showboat" and a show-the-flag ship.

I spent less than two years aboard *Saint Paul*. But I have my *Saint Paul* memories, too, just like Alliger. She was the floating foundation for whatever I know about being a sailor.

Saigon in 1960. We manned the rail for a guy the brass said was president of the Republic of Vietnam. He was assassinated some time after our visit. I didn't even know there was a Vietnam until the word was passed we would be mooring in Saigon's port, the last major combatant ship to make the transit past an increasingly hostile river shoreline to the city called "the Paris of the Far East."

Later, in foxholes and bunkers dug in Vietnam's dirt, I learned well and painfully what that first visit was prelude to. At least one of my shipmates aboard *Saint Paul* died in Vietnam. Any resemblance between Saigon and Paris was long gone.

Other memories, of port calls and general quarters and officers we liked and didn't. A jumble of thoughts about people and places. Impossible working and living conditions we took for granted, in days before "habitability" reached the enlisted berthing spaces. Moving the mattress topside to escape the heat of the compartment, only to be driven below decks again by a monsoon rain. Rides in cable cars and on the backs of buffalo. Rickshaws



(From left) Donald Graham and his wife, Patty, Norm Belisle and Larry Duvall look over memorabilia.

# Remembering and renewal

through Hong Kong's teeming streets.

I took my own memories to Clearwater Beach.

I joined the others with memories. Some of the men are white-haired now, some bald, many with wives who joined them for the sunshine and the remembrances.

Others are some years younger, their hair flecked with gray or still the color of youth. They brought more recent memories.

This is who they were, and who they are:

Stan Lopes, who went from chief electronics technician to warrant officer during his 2½ years aboard *Saint Paul*. He retired from the Navy in 1971, and from his second career in electronics some years later. He lives in Concord, Calif., happily drawing two retirement checks. "They were all Navymen, tried and true," he says of his *Saint Paul* shipmates. "I left part of my life aboard that ship. I thought maybe I'd see old shipmates here; it didn't happen, but maybe next time."

Frank Barber, "a tin can sailor shanghaied aboard a damned heavy cruiser," who was a watertender second class as a member of *Saint Paul*'s commissioning crew. He retired from the Navy as a chief boiler technician. "I was just curious," he says of the reunion. "I wanted to see if anybody was here I knew. I didn't find anyone, but I'm not sorry I came." Today, he works for a coal-testing laboratory in Norfolk, where he settled after he left the Navy in 1959. He says he'll continue trying to find friends he's lost track of over the years, and hopes to see some of them at future reunions.

George Butler, a gunner's mate aboard *Saint Paul* from 1945-46 who left the Navy "as soon as I had enough points to get out." He still works as a pressman in Little Rock, Ark. He found his shipmates: "Bob Christensen, Bill Snyder and I were together before we reported to *Saint Paul*," he says, "as gunnery instructors." They were together for the reunion because Bob stopped by George's house "out of a clear blue sky" not long ago, and when Bob learned about the reunion he naturally called George, who called Bill. Christensen has been a dry cleaning plant manager,

and a factory worker. Today, he's doing "as little as possible." To that comment, his shipmate Bob rejoins, "That's just what you did in the Navy." They are shipmates, these three.

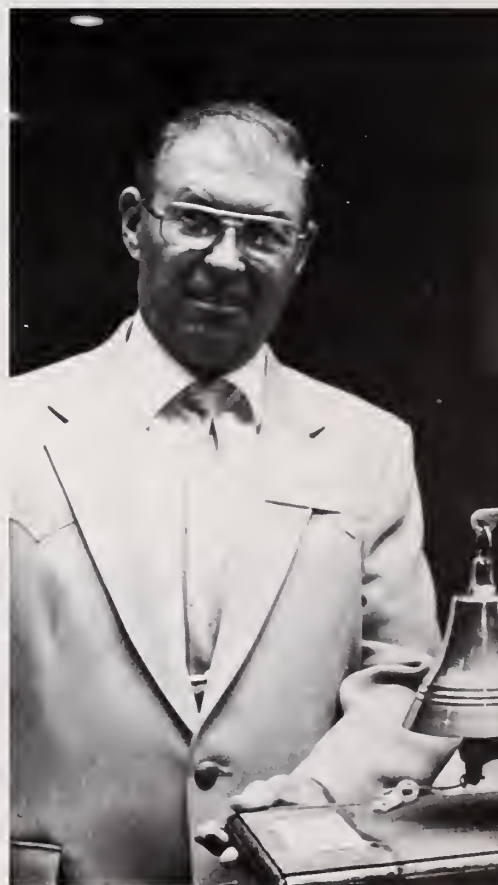
Donald Graham, looking intently through a *Saint Paul* scrapbook in the lobby as others register for the reunion, says he didn't even know there was a war going on when he was a seaman second class and a member of the precommissioning crew. "Hell, we were just a bunch of kids having fun," he says. He admits the attitude changed with the tempo of a ship on the gunline. He proudly displays the "plankowner" citation signed by *Saint Paul*'s first skipper, Capt. E.H. Von Heimburg. In for "the duration and six," he left the Navy to become an embalmer and funeral director. Today, he and his wife Patty live in Guilford, Conn. Their five children are grown and gone from home.

Larry Duvall, with Donald in the lobby, remembers how he and Donald were under a 5-inch mount when an accident severed a shipmate's leg. For a short time, they didn't know that what was getting them wet was blood. He says he was advised of the reunion by a brother of the man who lost the leg. He contends *Saint Paul* made 47 knots on her shakedown cruise. "We called it shake-apart," he says.

Gerald A. (Mac) McDonald, one of three shipmates from the Vietnam era, was aboard in 1968-69. "I enjoyed my time aboard. Everybody got along well. We got the job done," he says. After he left the Navy in 1970, he worked awhile and drifted awhile. What drew him to Clearwater? "Without a doubt, I remembered the camaraderie," he says. "I never had so many friends before *Saint Paul*—until now. Now I've got friends from World War II and Korea."

One of Mac's friends is Michael Thyberg—"Mike," of course. They were in the same division. Now they live less than 100 miles from each other in Illinois. "Navy friends are friends for life," Mike says.

Then there's Douglas K. Smith. He answers either to "Doug" or "Smitty." He



and Mike were close friends, in-Navy and post-Navy, and still are. He left the Navy in 1972, and now works as an instrument designer in Texas. Mike told him about the reunion. "I had a good time aboard *Saint Paul*," he says. Then, in afterthought, he adds: "It was the best time of my life. I know that now."

The men of *Saint Paul*, at reunion. Their conversations swirl, their abilities to enjoy





Clockwise: Reunion coordinator Ike Alliger; Don Johnson with a ship's cruise-book; and Lew Conklin, his wife, Lottie, and Alfred Coward with a reproduction of the ship's bell.



mains their friend.

There is business to be done during this gathering, although Alliger deliberately has left large blocks of time for socializing. He has an innate understanding of what reunions should be about, which is the opportunity to talk of time past while you are relaxing and thoroughly enjoying yourself. Sponsors of other reunions sometimes forget that. Too bad.

But at the few business meetings that are called, a fledgling "Fighting Saint" organization is formed and plans are laid for the next reunion. (Later, splinter reunions will be announced; nobody minds.) Officers are elected. Efforts will be made to increase membership; by March 1, 1985, the count is 184. Alliger is delighted with it all; Dot, who says she was ready to kill him on more than one occasion, now admits the end product was worth the time, the trouble and the expense.

Then, three days after it began, it's over. There remains only the obligatory banquet, made more than palatable by Alliger's emotional admission that "my dream has come true."

Another event makes the banquet a high point of the reunion. It is provided by still another of the men of *Saint Paul*. He is retired reserve Capt. Henry C. (Hank) Koehler, one of several *Saint Paul* men who allied themselves with Alliger and worked hard to make the reunion a success. A *Saint Paul* plankowner—seaman second to radioman third between '45 and '46—he left the Navy, earned his college degree, and returned to service during Korea. He mustered out again, but stayed in the reserves.

His home, with wife Meg, now is Salt Lake City, Utah. "*Saint Paul* was the mother of my 35 year Navy life," he says. "There was no way I was going to pass up this reunion."

At the banquet, Koehler is featured speaker. His emotional presentation brings cheers from his shipmates. This is what

he has to say, the memories he must express:

"Personally, I have three particularly significant memories (of *Saint Paul*). The first was the feeling of awe and uncertainty when I marched aboard with 1,700 others on a cold February day in 1945 in the Boston Navy Yard. The second was the feeling of pure elation and relief as I left her—on a warm June day in 1946 in Long Beach, California.

"And the third, and most poignant, was when I sat on a bench on the fantail surrounded by the skeleton crew that took her to the Puget Sound Naval Shipyard in Bremerton, Washington, on April 30th, 1971, on which day she was decommissioned.

"Two other plankowners sat with me in the front row that day—Captain Charlie Bellis, who was gun boss in 1945–46, and Storekeeper Walsh, who was in the 'S' Division. Had a photographer been around at the time, he would have taken a picture of three grown men crying as the commissioning pennant was hauled down.

"And that day saw my last trip down the gangway, arm in arm with those two old shipmates. And now she is gone. And yet, through this association, she lives on.

"... You have said it all during the past three days, and, because of you, *Saint Paul* has come alive again. There is no quiet Arlington for ships of the line; their bones rest in unknown lands beneath the sea. And though that resting place was not the destiny of the *Saint Paul*, I guess I prefer to think of her that way than as a victim of a welder's torch.

"Whatever you may have called her, to sail in her was a rare experience and constitutes a memory we will cherish all our lives.

"I don't know what you have to drink close at hand. But even if it's nothing but water, I propose we all stand and drink a toast to *Saint Paul* and to those who sailed in her."

There probably wasn't a dry eye in the room when Koehler finished. And isn't that what reunions among shipmates are all about anyway? □

*Burlage is a retired master chief journalist working in the Washington, D.C., area.*

are continuous. This is a random conversation:

"Willing to steam some more today?"

"Hell, yes!"

"Where's (name) this morning?"

"Nobody got him up."

"Well, don't expect me to hold reveille on him. I put him to bed this morning."

That said, they troop off to hold a rowdy reveille on their friend. Amazingly, he re-

# Israel USO hosts

Story by JO1 Timothy M. Siggia and YN3 Robert J. Grant. Photos by PH1 Kent M. Potter

The United Services Organization opened a center in Haifa, Israel, last December with the help of sailors from the aircraft carrier USS *Dwight D. Eisenhower* (CVN 69).

Dressed in red, white and blue and waving U.S. and Israeli flags, pupils from Haifa's Haron School handed roses to crewmen as they left the nuclear-powered ship. Sailors and schoolchildren then took part in ceremonies opening another USO Mediterranean facility.

Gila Gerson, the center's representative, said, "We've been working on the opening for a year and a half, and we wanted to do something special for the Americans."

Clark Cooke, Southern European Area executive of USO Mediterranean, said the new center will schedule shows, organize athletic events, and do "anything that brings the American and Israeli communities together. We like to think of ourselves as a cultural catalyst."

The Haifa USO Center, Gerson said,



Photo by Timothy R. Edwards



# 'Ike' sailors



Opposite page: (top) A sailor joins a group of Israeli students as they welcome Dwight D. Eisenhower; (bottom) USO show cast, staff and Dwight D. Eisenhower PAO staff aboard the carrier's flight deck. Left: Capt. Richard C. Macke, commanding officer of Dwight D. Eisenhower, accepts a rose from USO representative, Gila Gerson. Below: Students of Haifa Haron School welcome Dwight D. Eisenhower and Mississippi.

will be where visiting sailors can get information about Israeli culture and history, places to go and events in the area.

"We also want to be a home away from home for the sailors," she said.

Taking part in the ceremonies were Haifa Mayor Arie Gur-El; Rear Adm. James H. Flatley III, commander, Carrier Group 8; Capt. Richard C. Macke, "Ike" commanding officer; and Capt. Phillip R. Olsen, commanding officer, USS *Mississippi* (CGN 40).

The dockside welcome and the center's opening ceremonies marked the second time in two months that "Ike" sailors enjoyed USO benefits. During a port visit to Athens, Greece, last Thanksgiving, the crew hosted the USO's "Happy Days" television show tour.

Marion Ross and Anson Williams of the former prime time television situation comedy headlined the show. Other performers were Cynthia Rhodes, who appeared in the movies "Flashdance" and "Stayin' Alive;" Lisa Harrison and Jon



Walmsley from the television series "The Waltons;" Brian Mitchell of television's "Trapper John, M.D.;" and James Dunn, associate producer of "Trapper John, M.D." □

*Siggia and Grant are assigned to USS Dwight D. Eisenhower (CVN 69).*

# Sigonella

The hub of naval air operations in the

Photo by PH2 Jeff Salter





# Mediterranean

**T**he first thing you notice when you land at the U.S. Naval Air Station Sigonella, Catania, Sicily, is the smoking crater of Mount Etna. It dominates the scene. The second thing you notice is construction work. It dominates the base.

Plopped in the middle of 3,000 years of history, "Sunny Sig" is one of the Navy's fastest growing bases, "the hub of naval air operations in the Med," according to Capt. Lynn H. Grafel, former commanding officer. To many of the 6,500 U.S. Navy people and their families stationed at

# Sigonella

Sig, it's the best of duty. It offers the excitement of a growing base at the center of theater operations, hard work with a purpose, the intrigue of living in a foreign land and the chance to visit the history and playgrounds of Europe.

Sig sits in a vast plain surrounded by fragrant orange groves at the southern foot of Mount Etna, and is about 10 miles west of the city of Catania. It was built as a fighter base by the Germans during World War II, turned over to the Italians after the war and in 1959 commissioned a NATO Maritime Air Field. During the '60's, the U.S. and NATO jointly built it up to relieve crowded conditions at the Hal Far Air Facility in Malta. At that time, Sigonella was a sleepy little airfield with about 700 people and a patrol squadron. Its missions were anti-submarine warfare patrols and refueling planes crossing the Mediterranean.

Instability in the Middle East and Sig's strategic location in the center of the Med prompted its expansion to support the 6th Fleet. In the '70s it nearly tripled in size. "In 1977 a program to rebuild Sigonella had already started," said the base's commanding officer, Capt. William R. Spearman. "Now, eight years later, we have completely filled the base." By July 1981 sleepy Sig had grown up, and its designation was changed from a naval air facility to a naval air station.

Sig is actually two bases. NAS I is the personnel support base with the housing, exchange, commissary, medical and dental facilities, radio and TV station and the DoD school—kindergarten to 12th grade; 780 students. NAS II is the airfield with the air terminal, aircraft intermediate maintenance department, hangers, fuel farm, administration buildings and other operational facilities. NAS I and NAS II

are separated by about 10 miles.

Much of Sig is tenant commands, 41 of them, including Fleet Logistic Support Squadron 24, Helicopter Combat Support Squadron 4, Mobile Mine Assembly Group Unit 5, a deployed patrol squadron, a Seabee detachment, a Naval Communication Area Master Station Mediterranean detachment, Marine barracks and a Navy broadcasting service detachment—the only full English language radio and television station on the island. The naval air station is itself a tenant on the NATO base, which is commanded by an Italian Air Force colonel.

Along with tremendous growth has come increased operations. According to U.S. Air Force Maj. Mark A. Kahley, commander of the 625 Military Airlift Support Group, Detachment 2, about 125 MAC flights pass through Sig each week, including two weekly commercial con-



PH2 Jeff Sater





PH2 Jeff Salter



PH2 Jeff Salter



Top: Lt. John LeBella and Lt.Cmdr. Doug Payne monitor VR 24 aircraft landings; AMEAN Jose Lopez rinses dirt out of a C-2 wheelwell. Bottom (l-r): P-3 Orion aircraft on the tarmac; Sigonella personnel stand in ranks for an inspection; ADAN Tony Folsom of VR 24 scrubs a C-2.

PH3 Joan Zoof



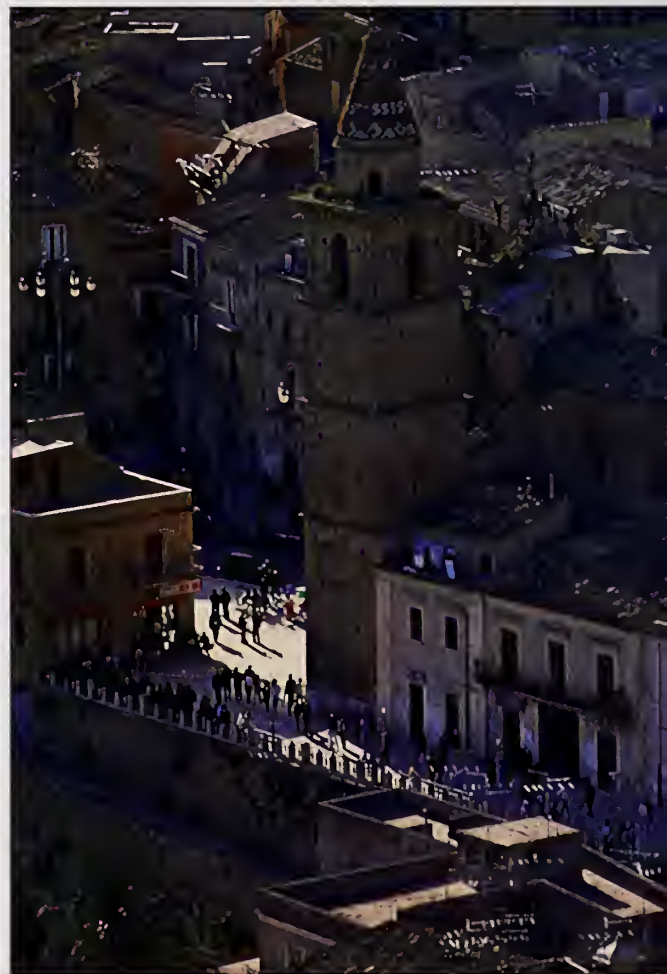




PH3 Joan Zopf



PHC Chet King



Top: American and Italian military and civilian police; ancient Greek ruins in Agrigento, Sicily. Bottom (l-r): A shop owner portions fresh fish in Catania; piazza and cathedral in Agira, Italy; a Catania market bursts with fresh vegetables.



tract flights from the continental United States. Kahley said the naval air terminal at Sig is the busiest in the Mediterranean area. More than 9,000 passengers pass through it every month.

"All the increase of action in the Mediterranean has basically come to Sigonella," said the NAS Sig supply officer, Cmdr. Robert P. Earlston. That includes hundreds of tons of high priority cargo per year, and 18,000 pounds of mail per day.

The fleet mail center at Sig is the postal receiving and issue point for all mail sent to and from the 6th Fleet. "We sometimes service more than 50 ships at sea, and we do it seven days a week, 24 hours a day," said Postal Clerk 1st Class Allen Bryant, assistant leading petty officer for the fleet mail center.

The steady increase in Sig's operations through the '70s started doing double time in mid-1982 when the Multinational

Peacekeeping Force moved into Beirut, Lebanon. "I think this conflict was what thrust this naval air station into the limelight," said Master Chief Aircraft Maintenceman Richard W. Gray, Sigonella command master chief. "It brought recognition the base needed. It showed Washington how much we needed money for construction to meet the needs that were being placed on us. Just look at us now, the fastest growing naval air station in the world."

Just look.

"We have approximately 60 ongoing construction contracts costing about \$60 million," said Lt. Cmdr. Hank Turowski, senior assistant resident officer in charge of construction. "One of the biggest projects we have going right now is an \$8 million, six-story barracks with an enlisted dining facility attached. Other quality of life projects under way include an

expansion of the gym, a Navy Exchange addition, a new commissary, a new child care center, a new movie theater and a new family service center. Plans for a 17-bed hospital are being completed now." (Until the hospital is completed, major medical patients and women within two weeks of childbirth are medevaced to the Navy hospital in Naples, Italy, or the Army hospital in Frankfurt, Germany.)

That's not all. The public works department plans 400 more housing units to complement the 558 already occupied. A \$21 million utilities upgrade project is under way to improve the base's water, electrical and sewage systems. Some of the morale, welfare and recreation department's \$1 million annual budget is going toward expanding more than half its facilities. This year MWR expects to complete a gigantic picnic pavillion, five smaller family and group picnic areas and





# Sigonella

three ball fields. Most of this is happening on NAS I, an area the size of five city blocks. "Where we can't grow out, we're growing up," said Grafel.

Sigonella works hard and moves fast, but it isn't all labor. Sicily is one of Europe's great tourist attractions with its clear skies, blue seas and ancient ruins. All of it is within easy reach of Sig. The farthest point on the island from Sigonella is less than a five-hour drive. Most of it can be reached in much less.

Catania, the island's second largest city with 363,000 people, is 20 minutes from NAS I. It offers great shopping for Italian goods in its flea market and modern department stores.

Taormina, the ancient Greek and Roman citadel and playground of the jet set, is a 45-minute drive.

Palermo, the capital of Sicily and its largest city, filled with marvelous Greek, Arab, Norman, Spanish and Italian archi-

itecture and art, is only two hours away.

Mount Etna, more than 11,000 feet, Europe's highest active volcano, offers hiking in the summer, skiing in the winter and the thrill of standing on the very edge of a live crater.

All the little towns and villages crawling up the sides of Etna or sprawling along the coastal beaches and cliffs have quaint restaurants that offer fabulous Sicilian dishes at moderate prices.

Getting off Sicily to visit the rest of Italy and Europe isn't hard. Regular MAC space-A flights can take you to Naples, Frankfurt, Rota, Spain, and many other places on the continent. Train service on the island and throughout Europe is excellent and reasonable. If you want to drive, ferries will take you to the unspoiled Aeolian Islands, Malta, Sardinia and the Italian mainland.

If you prefer to stay on base, both NAS I and NAS II have an outdoor swimming

pool, gyms, athletic fields and tennis courts. Sig also has a base theater, arts and crafts shop and an auto hobby shop. The morale, welfare and recreation service always has a guided tour going somewhere. Some are day excursions to interesting sites on Sicily, others are longer tours to Rome, Paris, London or other wonders of Europe.

Whatever you fancy, you needn't be afraid to strike out on your own. As Chief Quartermaster James Flood, port liaison officer at the NATO piers in Augusta Bay, said, "Every weekend my wife and I go out just for a drive. It doesn't matter where we end up, we have a ball. Italians are very patient. They love you if you can speak just a little of their language."

Day to day living at Sig can be a wonderful adventure or a maddening experience. It all depends on how you look at it and what you make of it.

If you choose to live in the American



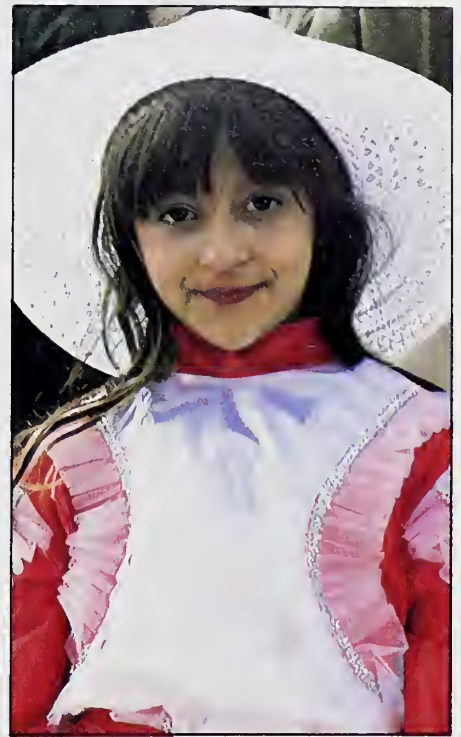
Photo by Zepi







PHC Chet King



PH3 Joan Zopf



PH3 Joan Zopf



PHC Chet King

Top: Goats stop traffic in Pachino, Sicily; a Sicilian girl at the Almond Festival in Agrigento. Bottom: (l-r) A farmer's wife in Taormina; a marina in Catania; a fertile Sicilian valley with Mount Etna in the distance.



community on base, your lifestyle won't be changed much from life in the States. Sig has 122 duplex units on NAS 1, 250 apartment units across the street from the NAS 1 main gate in the Olive Grove complex, and 186 leased town house-type homes at the Reysol housing area, 25 miles south of the base on a cliff overlooking the Ionian Sea. There is a 12-month wait for government housing.

Most Americans stationed at Sig live on the economy in the towns on Etna of Motta, Piano Tavola, Belpasso, Mascali, Nicolosi or Pedara. They range in population from about 10,000 to 20,000. The closest, Motta, is 15 minutes from NAS 1. The farthest, Pedara, is about an hour away. Other Americans rent houses outside the towns scattered over the mountainside, or in the villages to the south along the sea coast. Rents range from \$100 to \$300 per month, unfurnished.

With few exceptions, unfurnished in Sicily means just that. You get kitchen and bathroom fixtures and nothing else. You supply light fixtures, kitchen cabinets, water heater, even commode seats. You also have to buy wardrobe cabinets because there are no closets. Italian homes are taxed by the number of rooms, and closets count as rooms. There is a constant

turnover of necessities from people being transferred, so you can buy what you need secondhand. Plan on spending close to \$1,000 to get set up in your Sicilian home.

What you do get when you rent on the economy are huge rooms, marble floors, lots of windows, and balconies with spectacular views.

At first glance you might not think much of Sicilian houses. Many have unfinished concrete block exterior walls. Taxes again. The tax on an unfinished house is less than on a finished one. Exterior walls not covered with stucco make a house unfinished. Inside, though, they are beautifully decorated with colorful tiles, plaster ceilings, marble floors, stained wood doors and attractive wallpaper.

Utilities in Sicily may drive you crazy, if you let them. Very few houses or apartments have central heat, and by law, heat is turned on only from 5 a.m. to 10 a.m. and from 4 p.m. to 10 p.m. That isn't quite enough during rainy, chilly Sicilian winters. You soon learn to wear sweaters and supplement the central heat with kerosene or LP gas heaters.

The cost of electricity is slightly higher on the average than in the States. The bill comes once every six months, and you have to plan ahead so you don't end up

with a bill of several hundred dollars. Electricity in Sicily, as in most of Europe, is 220 volts, 50 cycles. You must use transformers with American appliances. They, too, are constantly advertised on the base bulletin boards by people who are leaving.

One of the most exasperating things about living on the economy is frequent power outages. But, like everything else, you learn to live with it. Do as the Sicilians do, roll with the punches and keep plenty of candles on hand.

Telephone service isn't what you might be used to, either. You have to wait about 12 months to have a phone installed, and you also have to pay a non-refundable \$150 deposit. Telephone rates in Sicily are slightly lower than in the States, which means that over a year the deposit you paid averages the bills out to about the same as in the U.S. The telephone bill comes every three months. Put money aside for it along with the electric bill.

Sicilian summers are hot and dry, which means you might have water outages. It's a good idea to keep a couple of large jugs of drinking water set aside.

Driving in Sicily can be exciting. Secondary roads are full of potholes and blind curves, and are narrow and without shoulders. Big American cars are out of place, especially in some of the tiny medieval alleys of the villages. It's also common to suddenly find yourself in the middle of a flock of sheep being herded along the road to pasture. On the other hand, the autostrada, the Italian equivalent to our interstate highways, are first class roads equal to the best in any country. Hair-raising speed, reckless passing and lots of horn blowing is the common driving style in Sicily. You can survive if you concentrate on defensive driving and pay close attention to the traffic.

You can learn to live with all this if you take the native outlook on life, summed up by a favorite Sicilian expression: "Domani, dopo domani"—Tomorrow, or maybe the day after tomorrow. Life moves at a slower pace than most Americans are



PH 3 Joan Zopf

Young girls dressed up for the Almond Festival in Agrigento.





PH3 Joan Zopf  
Sicilians celebrate the International Festival of the Almond Blossom Tree.

used to. If you're trying to get your car fixed or need to get someplace in a hurry, it will drive you nuts. But if you adopt that Sicilian philosophy, you'll get along nicely and duty at Sig will be extraordinary.

The pluses of living in Sicily far outweigh the minuses.

The cost of living is quite reasonable, especially with the dollar strong. The Sicilians are warm, friendly people who genuinely like Americans. Many of them have relatives in the United States, and it's not unusual for a Sicilian to ask if you know his uncle in Chicago.

If you like to eat, Sicily is the right place. The food is heavy on tomato sauce, cheese, spice and everything nice. Seafood is a Sicilian specialty. Many restaurants serve only what happens to have been caught that day—fresh! Some grill it over charcoal. If you're a pizza lover, Sicily is heaven. They make it with a thick crust covered with olive oil and all the fixin's, and bake it in a wood burning brick oven. Wash it all down with the local wine, perhaps the world's best kept secret. Sicilian white wines are light and mellow; red wines are heavier and stronger. A liter sells for about 50 cents.

On the way to work in the morning, stop at a coffee bar. Get your day started right with a cup of thick, black espresso

or a cappuccino (espresso and cream fluffed up with steam) and fresh baked Italian pastry.

Another great pleasure in Sicily is walking. Most people take an evening stroll after dinner, which in Sicily means around 10 o'clock. They visit friends or meet in the piazza to talk about their day, politics, children or the local soccer club. The art of conversation is still widely practiced in Italy.

Even grocery shopping is fun. There are very few supermarkets in Sicily. Instead, the women go out each day to the butcher, baker and corner grocer to buy what they need for the evening meal. It's really an event, a chance to see friends and neighbors and to gossip.

What you buy for dinner is always fresh, usually picked and delivered within a few days. Don't expect to find melons in winter or oranges in summer here; you get only what's in season. At first it's difficult not having all the fruits and vegetables you like year-round, but that's soon offset by their delicious no-preservatives, all-natural-and-juicy taste.

For some people, an overseas assignment can be very traumatic. At Sigonella they try very hard to ease you into it. "We're at the air terminal when each flight arrives to make sure each person is met by a sponsor," said Chief Navy Counselor

Daniel A. Blanner, a counselor at family services. "We try to make newcomers feel welcome and cared for, and we tell them what to expect for the first two weeks they're here."

"It doesn't end there," said Diana Piper, chief of community services. "Your initial arrival can set the tone for the rest of the tour. We try to make everyone's arrival at Sigonella as positive and as successful as possible."

That means everyone, sailors and spouses, goes through a 10-day indoctrination. They become familiar with NAS Sig, its commands, mission and the location of facilities. They also learn about the Sicilian culture, lifestyle and the Italian language. The indoctrination is capped with a day-long tour to nearby towns, Mount Etna and Catania, with lunch at a local restaurant.

For most, duty and life at Sigonella is good. As proof, Aviation Machinist's Mate 1st Class Will McKee, assistant command career counselor, said "Fifty percent of our first-termers re-enlist, 100 percent of our second-termers re-enlist. Those are outstanding statistics for a Type 3 command overseas and in an isolated place." Sig won the Commander in Chief, U.S. Naval Forces, Europe, Golden Anchor Award for large commands last year with those figures. McKee added that 40 percent of Sig's personnel request at least one extension to stay there. Normal tours at Sig are 18 months unaccompanied, 24 months accompanied and 36 months for air crew personnel.

A lot of people are high on Sig, but none more so than Spearman. "Sigonella is becoming one of the best places to be in the Mediterranean simply because the facilities are improving dramatically. The capability of the air station is increasing daily with the new facilities that are coming on line. We are providing top-notch service to the fleet, and it will get better.

"At Sigonella we do it all," he said. "And we do it with style." □

# Sicily: A brief

**T**he island of Sicily is many cultures and thousands of years of civilization mixed together and surviving in a modern world.

The original settlers of Sicily were called Siculi or Sicani, and are believed to have come to the island from the Italian mainland. About 3,000 years ago, the Phoenicians invaded, pushed the Siculi inland and settled along the coasts.

In the 8th century B.C., Greek settlers founded a colony on the island and eventually made Sicily a center of commerce and learning. They were followed by the Romans, who conquered the whole island by 211 B.C. when they defeated the Greeks at Siracusa.

With the fall of the Roman Empire, the East Germanic Vandals and Goths crossed from the mainland and gained control. Byzantine emperors took over from them in the 6th century and ruled for 300 years.

In 1066 the Normans swept into Sicily's history and remained in power until 1189 when they were overcome by the Hohenstaufen dynasty, which developed Sicily into one of the first modern states.

In 1266 Charles of Anjou seized power. He lasted 16 years. On Easter Monday, 1282, his cruel reign ended with the "Sicilian Vespers," when the people of Palermo rose against him and massacred 4,000 of his French troops as the vesper bells rang throughout the city. Other cities joined the revolt and Sicily won independence, choosing Pedro III of Aragon as king.

Spanish, French and Austrian rulers followed in succession. In 1734-35 Don Carlos established the Spanish Bourbon dynasty, and Naples and southern Italy along with Sicily became the Kingdom of the Two Sicilies.

Bourbon kings ruled until 1860 when Giuseppe Garibaldi won the island for King Victor Emmanuel. A year later, Victor's

kingdom, including Sicily, became a united Italy.

In 1946, when the Republic of Italy was established, Sicily became a region within the country.

These 3,000 years of intermingling cultures and rich artistic background have left a mark on Sicily that can still be seen today. Some of the more interesting places you may visit during a tour at NAS Sigonella are:

- *Siracusa*. Originally colonized in 734 B.C. by Corinthians who were looking for a better life in Trinacria, as the Greeks called the three-cornered island. It grew in size, strength and importance and eventually became, during Greek times, the largest city in Europe with a million inhabitants. Siracusa was home to Pindar, Aeschylus, Plato and Archimedes. Among its archeological sites are a Greek and a Roman amphitheater; a 7th century cathedral whose foundations are the remains of an ancient temple to Minerva; the Catacombs of St. John where early Christian martyrs are entombed; and the Arethusa fountain where, in Greek mythology, the nymph Arethusa changed into a spring to flee the river god Alpheus. Siracusa is the only place in the world outside of Egypt where papyrus grows.

- *Enna*. An ancient city founded by the Siculi atop a mountain 1,000 feet above sea level. It has long been noted for its pure air, and many people go there in summer to escape the heat. It has a fine medieval castle and cathedral, and an octagonal tower built by the Swabian king, Federico II. In the town's main piazza is a pavement marker said to be the exact center of the island.

- *Piazza Armerina*. Most famous for the ruins of the 4th century Villa Romana del Casale, the piazza is believed to be the remains of a Roman's hunting lodge.

The floors throughout the villa are spectacular mosaics showing hunting scenes and scenes from mythology and ancient Roman life.

- *Gela*. A seaport town settled by people from Crete and Rhodes in 688 B.C. It was also the site of U.S. troop landings during the invasion of Sicily during World War II.

- *Agrigento*. Known to the Greeks as Akragas and to the Saracens as Girgenti, its name was changed in 1927 by combining the two. Its Valley of the Temples is the site of some of the most spectacular and best preserved ruins in the world. Among these are temples to Juno, Hercules, Jupiter, Dioscuri and Concordia. All were built in the Doric style in the second half of the 5th century B.C. Agrigento is also the birthplace of the Greek philosopher Empedocles and the contemporary Italian dramatist Luigi Pirandello.

- *Sciacca*. Famous for its modern spa of sulfurous mud baths said to give relief to arthritis and asthma sufferers.

- *Palermo*. The largest city and capitol of Sicily, with a population of 585,000. It was founded by the Phoenicians and called Panormus by them. The city has a marked Arab-Norman flavor which is reflected in its Norman palace and cathedral, built in 1169-85. Other points of interest are the Capuchin catacombs where mummified bodies of the dead were, until very recently, kept dressed in their finest clothes. The nearby Norman cathedral of Monreale is decorated with 700,000 square feet of dazzling golden mosaics. Palermo has a very fine National Museum, an astronomical observatory and a Botanical Garden.

- *Cefalù*. A fine spot for a seaside holiday. Its 12th century cathedral is considered to be one of the great churches of the Middle Ages. Behind the cathedral are the



# history and a short tour

remains of a megalithic temple to Diana. Nearby is the very interesting Mandralisca Mansion, with a fine collection of paintings.

- **Messina.** Set on the northeast corner of the island, across from the toe of Italy, Messina was founded by the Greeks in about 600 B.C. Almost nothing of their culture remains because the city was destroyed by an earthquake in 1908. Close by, in the Straits of Messina, lie the fabled rocks of Scylla, the terrible sea monster

who lived in a cave across the channel from the dangerous whirlpool of Charybdis.

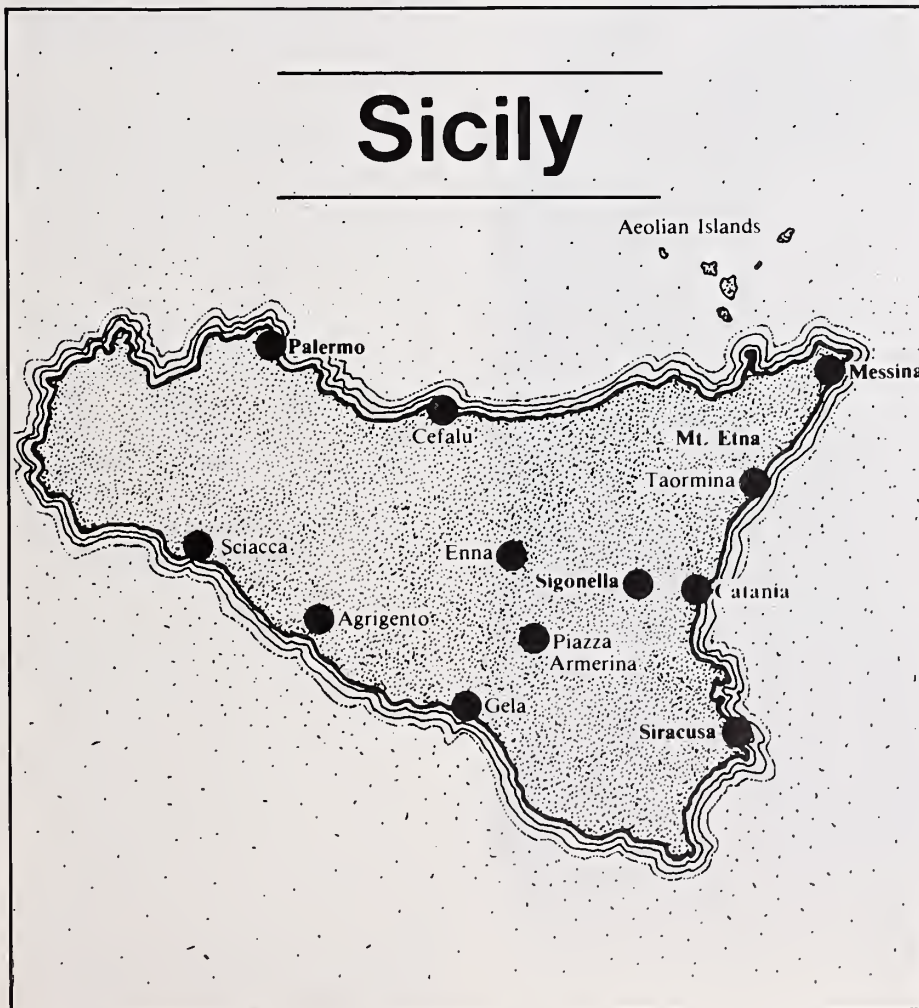
- **Taormina.** Situated on an outcrop of rock 700-feet above the sea, with Mount Etna in the background, Taormina is famous for its ancient, narrow streets; its terraced cafes; its Greco-Roman theater where an international film festival is held each year; its night life; and its tourist trade.

- **Catania.** Known as the "Athens of

Sicily" because of its long standing reputation as a center of learning, Catania was destroyed in 1693 by a major earthquake and eruption of Mount Etna. Today, its architecture is primarily Baroque, neo-classic and modern. Some of Catania's sites are a partly excavated Greek theater, the 13th century Ursino Castle which is now the Civic Museum, an 11th century Norman cathedral, the home of Vincenzo Bellini who was born in Catania in 1801, and Bellini Gardens where a floral clock plays excerpts from the composer's operas.

- **Mount Etna.** The dominating landmark on the island, the volcano is still active. In ancient times it was thought to be the workshop of the god of fire, Vulcan. Many of the towns around Sigonella are on old lava beds, and most of their buildings and streets are built with the black lava rock. In summer, Etna's forests are good picnic spots, and hiking to the summit is popular. In winter, Etna offers fine skiing. You can take the narrow gauge railway, the Ferrovia Circumetnea, from Catania and ride completely around the mountain. The train makes stops at some of the larger towns along the way. The mountain is ever fascinating and never seems to look the same. On some days the setting sun turns its snowcapped peak a blazing gold. On other days it is shrouded in mist, and at still other times the rising sun turns the mountain a royal purple.

- **Aeolian Islands.** A group of volcanic islands about halfway between Sicily and Naples. One of them, Stromboli, is where the story of Pinocchio is set. Noted for their mild climate, the islands offer countless spots of beauty to be explored; wide, sandy beaches; tall, rugged cliffs and grottoes; and camping and underwater fishing. In his "Aeneid," Virgil refers to them as the kingdom of the god of storms and winds. □



# NAS Sigonella's men of note

Story and photos by PH1 Michael J. Wood

Not only is Naval Air Station Sigonella one of the best duty stations in the Navy, but it also has some of the best people working there—people like Carmelo Rosano, Italian Base liaison officer, and Capt. Salvatore Rubino, command chaplain.

Rosano's career at NAS Sigonella began in 1959—the same year as Rubino's ordination.

"Oct. 13 was my first day on the job, and it also happened to be Navy Day," he said. "I started out as a clerk typist, but soon became a full time liaison officer

to coordinate and translate information between the Italian and American services."

For more than 25 years Rosano has been involved in many demanding situations, but one in particular stands out in his mind. "In January 1972, a U.S. C-1A crashed on Mount Etna just below the crater line," he said.

Although most aircraft are found within a few hours, this wasn't located for nine months.

"I was in the first of two teams to search for the crash site. When we arrived where debris had been found, weather conditions had deteriorated. Visibility was about 3 feet due to the snow and dense sulfur ash. With freezing temperatures and high altitude, we had all the ingredients for disaster."

The worst happened: Rosano's team became lost on the mountain. "I made a promise to myself to never go to the top of that mountain again. I thought I was going to die." Eventually, the second search team found them and they returned to safety. The aircraft was finally found—on the opposite side of the mountain. "The impact of the crash, combined with strong winds near the crater, had thrown plane wreckage over to the other side of the mountain. To this day, I am amazed."

In 1984, Rosano became the first person in Sigonella's history to be named "Man of the Year." The award was presented by Capt. Robert E. Duchesne, station executive officer, who said, "Mr. Rosano has exhibited an intense loyalty, unmatched energy and enthusiasm and performed above and beyond the call of duty. While serving as liaison and protocol officer . . .



Carmelo Rosano



he has been called upon to serve NAS Sigonella in many unprecedented ways."

Since Rosano's career began, Sigonella's mission has expanded and so have his duties. "I feel as if I've grown up with this base. It's been an experience I wouldn't trade for the world."

\* \* \*

Rubino, now an American citizen, was born in the nearby city of Catania—one of three children. "I never knew luxuries during my youth because of a long depression and war in Italy," he said.

During World War II, Rubino and his family joined others taking refuge in caves. "In those caves, where moisture dripped from the ceiling, hundreds and hundreds of people lay on the ground day after day, week after week, without much more to eat than rice and beans."

When the war ended, Rubino's path to the ministry began. "During junior high school, I was an unspeakable young delinquent," he said. "I didn't think twice about cursing, fighting with other students, or changing a grade or two in the teacher's record book."

Rubino had a friend, Vittorio, who lived a deeply Christian lifestyle with his family. The family reached out to the young Rubino, offering him the comfort of their home and a Sunday meal each week for more than a year.

Vittorio led Rubino closer to the ministry by giving him a post-war relief package from the United States. In the package was a pair of trousers which had the name and address of the sender, Reverend Richard Crowe, then pastor of the First Baptist Church, Stearns, Ky. Rubino wrote the minister a thank you note that was the beginning of a 10-year correspondence.

"Reverend Crowe was concerned about my spiritual growth and maturity," Rubino said. "He never doubted that God could use my life."

When Rubino worked in Milano, he learned that his friend, Reverend Crowe, was in Rome. He traveled there, asked Crowe to baptize him and told Crowe about his decision to join the ministry. Crowe's church sponsored Rubino as a ministerial student in the United States. Rubino ar-

rived in America, attended college at Samford University, Birmingham, Ala., then transferred to the Golden Gate Baptist Theological Seminary, Mill Valley, Calif. He was ordained in 1959, became a U.S. citizen in 1962, and was commissioned a U.S. Navy chaplain in 1964.

During his tour as Sigonella's com-

mand chaplain, Rubino hopes that command members will be of one spirit to serve the same God. "It is my earnest desire that the chapel at NAS Sigonella exercises a strong and positive influence in our community." □

*Wood is assigned to the public affairs office, NAS Sigonella.*



Capt. Salvatore Rubino

# Recruits

## learn reading skills

Story by JO2 John D. Hines  
Photos by Tom Gatz



At one time sailors were known as "iron men sailing in wooden ships." But it takes more than physical strength to run the modern, sophisticated vessels of today. It takes technical skills.

To operate and maintain the Navy's complex electronic systems and equipment, sailors must learn their jobs in classrooms and from technical manuals rather than only from traditional on-the-job training.

But almost 5 percent of the recruits who report to Recruit Training Command, Naval Training Center, San Diego, read below the seventh grade level. That 5 percent would be hard pressed to pass the academic courses required in basic training let alone reach skill levels needed to do their technical jobs in the fleet.

To help those recruits, reading, verbal and study skills are taught in an academic remedial training program at the recruit training command. About 900 to 1,150 students go through the program each year.

Each recruit takes a reading test during processing. When a recruit's score indicates a reading level below 7.5—between the seventh and eighth grade levels—the recruit is given a verification test. If the recruit scores low on the verification test, he is placed in the command's special training department where he is given a diagnostic reading test to determine how

Left: Reading instructor Karen Hansen helps a recruit in the Academic Remedial Training Program. Opposite page: Hansen teaches scanning techniques to help improve reading comprehension.



# It's never too late

My first Navy assignment after boot camp was teaching remedial reading to recruits at Great Lakes (Ill.) Naval Training Center several years ago.

The "reading" recruits were organized into a company under a boatswain's mate first class who was well-known for pushing more than one "Hall of Fame" company during his career as a company commander.

I was surprised to learn that "Boats" had gone through our reading school himself, right along with the recruits he supervised.

He explained to me that he had never really learned any reading skills as a young man, that he had spent 20 years in the Navy having to hide his "deep, dark secret."

He said he had gone to great lengths over the years to conceal his disability.

Occasionally, he was assigned to read the plan of the day over the IMC, or intra-ship communications system. The night before his ordeal, Boats would have a shipmate read the POD to him—over and over until he had it memorized.

The next morning Boats would hold the POD in his hand and recite it, turning pages pretty much at random.

He got a chance to correct his reading problem when he became company commander of the reading company.

He said the program offered instruction with a minimum of embarrassment, and he had just received his greatest motivation to learn to read—the birth of his first child.

"I just couldn't bear the thought of my boy asking me some day, 'What's this word, daddy?' and my not being able to tell him." □

much remedial training—one to three weeks—he needs.

Individuals assigned to the remedial program are part of a special unit which attends classes six hours each weekday and performs regular recruit military training during non-school hours. The program is supervised by three civilian reading specialists contracted from the San Diego Junior College district and five military instructors. Individual counseling and tutoring is given to students who have trouble in specific areas.

When a recruit achieves a 7.5 grade level on the reading test, he can graduate.

"One student jumped from a 3.0 to a 12.7 grade level as a result of his training," said Master Chief Machinery Repairman David Richie, an instructor in the program.

"About 75 percent of ART's graduates complete boot camp," he said. "Most of those who do not complete basic training do so for non-academic reasons. This is especially encouraging since we have no

lower-level cutoff for recruits with very low reading skills."

Many students in the program are recruits for whom English is a second language; they are given an initial week of verbal skills training before entering the main program. Other students are recruits who passed their initial reading screening, but failed the first academic test of recruit training because of reading difficulties.

Training center staff people, fleet members and service school students also have voluntarily enrolled in the program.

Recruit training commands at Great Lakes, Ill., and Orlando, Fla., also have standardized academic remedial training programs. □

*Hines is assigned to NTC, San Diego.*



## PIONEER in shipboard habitability

By JO1 Donald R. McKay

Dozens of fledgling graduates from Philadelphia's Jefferson Medical College, class of 1845, joined the Navy as assistant surgeons. Frigates and sloops of war refitting for sea filled the Navy Yard. Naval uniforms crowded local streets.

It was January 1847. President James Polk had declared war on Mexico seven months earlier. General Zachary Taylor was to defeat President/General Antonio Lopez Santa Ana in a close battle at Buena Vista, with heavy losses on both sides, a month later.

Among Philadelphia's burgeoning Quaker population was Dr. Edward Robinson Squibb. Watching his medical school classmates don Navy blue and gold, he too dreamed of strange lands, the seven seas and a ship under full sail.

But Squibb was not just any Quaker. His ancestors had crossed the Atlantic with William Penn. Charter members of the society of Friends in America, the Squibbs were Quaker aristocracy and did not take oaths to defend the United States Constitution against all enemies.

After consulting with family and friends, the 27 year old medical graduate heeded Grandmother Squibb's advice: "Thee has only to decide which thee would serve, God and thy conscience or the monthly Meeting." When a Quaker put on a naval officer's uniform, the Meeting disowned him.

Squibb passed the Naval Medical Board Examination fourth highest, was appointed an assistant surgeon, and reported aboard the brig USS *Perry* at Philadelphia May 4.

Four years old, displacing 280 tons and carrying 10 guns, *Perry* sat low in the water. When fully rigged in a following



wind and heavy seas, she put her lee rail under. *Perry* rendezvoused with the Gulf Squadron at Vera Cruz and later joined the Brazil Squadron at Rio de Janeiro. *Perry's*

primary mission was to patrol the equatorial Atlantic, interdicting illicit slave traffic between Brazil and Africa.

Returning to Norfolk, Va., July 10,



1849, Squibb received three weeks of a three month leave before reporting to the storeship USS *Erie*, Aug. 8, at Brooklyn Navy Yard. With a crew of 34 and carrying four guns and 12 passengers (bound for Europe on government business), *Erie* cast off Sept. 5 to replenish the Mediterranean squadron.

When the ship arrived in Spezia, Italy, Squibb transferred to USS *Cumberland* Nov. 9, 1849. This so that Dr. Robert E. Mall, a friend from Brazil squadron days, could return home. Also, Squibb wanted to see more of Europe, and he had always hoped to serve aboard a true man-of-war.

*Cumberland* was a square-rigged frigate of 1,726 tons carrying 493 men, 44 guns, a 48-bed sick bay, a senior medical officer and two assistant surgeons. The crew included Americans, Irish, English, Welsh, Nova Scotians, Germans, Dutch, Italians, Sicilians and Maltese, Ages ranged from 15 to 64 years. Fifty-six were under 21, and 15 were 50 or older.

After logging 18,266 miles in 11 days short of two years, *Cumberland* docked at Boston July 9, 1851. Of the original 493-man crew, 13 died, 17 deserted, 70 were transferred and 50 were sent home. Excerpts from Squibb's personal ledger, which he started aboard *Erie* and maintained until his death reveal the awful results of unsanitary living conditions aboard ship.

In the two years of *Cumberland's* cruise, disease cases totaled 1,638 for an average per man incidence of 3.6 and an average per case sick bay confinement of 12.82 days. Cases involved syphilis, gonorrhea, epilepsy, delirium tremens, otitis (ear inflammation), pneumonia, angina pectoris, worms, tonsillitis, hemorrhoids, hepatitis, erysipelas (acute skin condition), mumps, Asian cholera and respiratory infections. Number of days labor lost: 23,626.

By now a duty-seasoned, self-assured, blue water sailor, Squibb made no secret of his strong opinions. He respected authority only when it was accompanied by competence. His ledger entries state, "Hard-shelled adherence to outmoded man-of-war routine and disciplinary measures, unquestioning acceptance of tradition and blind refusal to admit change

were major causes of conditions favorable to disease.

"Diet, personal habits, moisture and crowded sleeping places are most prominent conditions causing disease. Crowding men into 18 inch sleeping spaces on a berth deck, so that beams of a well-ventilated gun-deck will not be defaced by hammock hooks is senseless.

"Scanty ventilation, damp decks, and a diet that never varies, in climates and seasons always varying are not healthy conditions. Probably no community of 493 individuals in any other condition of life will exhibit 1,600 cases of disease within two years.

"Yet nothing is provided in legislation or expense to maintain healthful conditions because an imperfect executive judgement is sanctioned in its imperfections, and relieved of all responsibility for errors."

Squibb suggested alleviating disease-producing shipboard dampness by saturating and glazing ship berth decks with common yellow wax to prevent water absorption. Like tile floors in French hospitals, they could be easily cleaned and kept clean.

As insurance that these observations and recommendations which he mailed to the United States Navy Bureau of Medicine and Surgery would not be classified in the "File and Forget" category, he sent a copy to the *American Journal of the Medical Sciences*. This publication printed his report without change in its January 1852 issue.

Returning to Philadelphia on three months leave, Squibb wrote the Bureau requesting an additional three months to take a refresher course in medicine for the promotion exam to passed assistant surgeon. Because he had been shortchanged more than two months leave on the *Perry* and *Erie* cruises, the Navy granted his request.

An assistant surgeon's annual seagoing pay was \$1,700; while on leave it dropped to \$1,000. As passed assistant surgeon, sea pay rose to \$2,000, shore duty to \$1,800, and leave pay to \$1,500.

On Jan. 6, 1852, Squibb's mail included orders for duty on the steamer USS

*Fulton* at New York. Reporting aboard Jan. 15, he requisitioned carpenters and materials to rebuild the dispensary. Walking to Brooklyn Naval Hospital, across Wallabout Channel from the Navy Yard, he encountered two old colleagues—Dr. Benjamin Franklin Bache and Dr. Edward Hudson. Bache was the hospital's commandant and Squibb's former chemistry professor at Jefferson Medical College. Hudson was his fellow assistant surgeon on *Cumberland*.

Hudson preferred sea duty. Squibb wanted to remain at the hospital to develop chemically pure drugs of standard strength for naval ships, a longstanding problem which he considered deplorable. Bache, a former fleet surgeon of the Mediterranean and Brazil squadrons, recommended their requests, and the Navy approved the cross transfer.

Returning to Philadelphia for the Naval Medical Board examination in late February, Squibb passed first in his group and was advanced seven numbers on the Navy Register March 3, 1852. He received the news with mixed emotions—his father had died two days earlier.

Squibb married the younger sister of Bache's wife, 18 year old Caroline Lownds Cook, Oct. 7, 1852. For the first time in his life, Squibb, then 33, found himself in love.

His professional career also thrived as Brooklyn's Naval Laboratory began producing drugs for the hospital, Navy ships and the Pensacola Naval Station. Among them were ammonia, blue pill (a mercuric laxative), potassium iodide, syrup of squill (expectorant, cardiac stimulant and diuretic), citric acid, zinc cerate, tincture of opium, tincture of colchicine (for acute gout), and ether.

From personal experience at sea, Squibb devised a standard set of all-purpose splints for probable bone fractures aboard ship. Manufacturing cost: \$15.63.

Following an inspection by Secretary of the Navy James C. Dobbin, the naval laboratory became a unit distinct from the hospital. Squibb was relieved of hospital duties and assigned exclusively to developing drugs.

His life had turned full circle. Squibb



# Grains of Salt

had been apprenticed to Warder Morris, a Philadelphia pharmacist, in 1837 at age 16. After learning to grind crude drugs, mix elixirs and compound powders, he later worked for the pharmaceutical house of J.H. Sprague. These jobs had provided pharmaceutical knowledge and medical school tuition.

Six years on three naval ships and one year at the Navy hospital honed his surgical skills. Exam standings and an energetic, conscientious, frank reputation ranked him as an outstanding physician. Now launching upon a chemist's career, it was to bring international recognition and fame during his life and after his death.

But the Navy's propensity for surprising Squibb had not ended. Within a few days after Secretary Dobbin's visit, orders were received detaching Squibb from Brooklyn Naval Hospital for duty aboard USS *Allegheny*. He protested to Washington. Shortly thereafter, there was a modification detaching Squibb from *Allegheny* and ordering him to report aboard USS *Mississippi*. His second protest apparently reached the secretary himself. Previous orders were countermanded.

To circumvent hazards of distilling ether over an open flame, Squibb started designing a continuous, moderate-pressure steam-operated closed still. A year of experimenting was necessary before initial testing on Oct. 27, 1854. As with most prototypes, modifications were required. Further delays and expense resulted from varying quality and impurities in sulphuric acid supplies used in the process. Gradually refining and perfecting procedures, Squibb satisfied himself that uniform strength pure ether could be produced by using steam.

Rather than patent the process or equipment, he published complete drawings, diagrams, operating instructions, formulas and cost estimates in the September 1845 *American Journal of Pharmacy*. More than a century later, a giant ether still that produced 100 times the capacity of Squibb's model was operating at New Brunswick, N.J., in the company he subsequently founded. Equipped with more efficient condensers and automatic con-

trols, its design was basically that of the still developed in Brooklyn.

Very much a do-it-yourself type, Squibb first tried making chloroform in 1855. After careful and extensive tests, he distilled chloroform which he considered of officinal (kept in stock without special preparation) quality. Bypassing laboratory animal experimentation, he used it successfully on his wife's younger brother to extract a decayed tooth.

Drugs and chemicals Squibb subsequently produced included citrate of iron, spirit of nitric ether, sulphuric acid, hydrocyanic acid and silver nitrate.

On April 11, 1856, he wrote the secretary of Navy asking for increased pay, citing that a passed assistant surgeon's pay was not proportionate to duties as assistant director of Brooklyn Naval Laboratory. In the pre-Civil War Navy, medical officers were not accorded line rank. The Chief of the Bureau of Medicine and Surgery added a special endorsement to Squibb's request. It stated, "Dr. Squibb is eminently deserving of a better remuneration for his valuable and unremitting services in a new department of the Navy."

Secretary Dobbin's reply was brief. "Your pay is fixed by law and cannot be increased except by action of Congress."

Disappointed and hurt, Squibb continued making medicines and drugs for more than a year. Under President Franklin Pierce, the Navy was a stepchild. Washington lobbyists were striving to prevent government manufacture of pharmaceuticals.

Considerable interest from the non-military community in Squibb's laboratory work engendered a new ambition: to be pharmacist to the medical profession. The most promising offer, from a Louisville, Ky., physician/chemistry professor and a drug store owner, was that of director of their newly established commercial laboratory—with one-third interest. Offering to try the position for one year if the Navy granted him a furlough, Squibb agreed.

**Frigate Cumberland, Gulf squadron flagship, where E.R. Squibb first noted and reported unhygienic living conditions.**

During July 1857, Squibb visited Isaac Toucey, secretary of the Navy in President James Buchanan's Cabinet. Toucey promised the doctor a year furlough and consented not to recall him to active duty for that period. The Squibbs left Brooklyn Sept. 1 for Louisville.

No sooner had Squibb set up the ether still and installed pumps, steam boilers and grinding mill than he was ordered to report aboard the sloop-of-war USS *Marion*. Squibb wrote Secretary Toucey Dec. 1, mentioned their July interview under-





standing, and resigned his commission. His resignation was accepted four days later.

Following the birth of his second son on June 16, 1858, and despite an amicable business partnership, Squibb determined to enter business for himself. The deciding factor was a commitment from Colonel Richard S. Satterlee, M.D., chief procurement officer of the Army Medical Corps, to purchase most of its pharmaceutical orders from Squibb if he opened his own laboratory.

On Aug. 20, the Louisville contract expired and was agreeably dissolved. Squibb and his family returned to Brooklyn. By Dec. 1, E.R. Squibb, M.D., started producing chloroform in rented quarters at 149 Furman St., just under Brooklyn Heights on the harborside. Principal financing was a \$1,300 note from an affluent college classmate, Dr. Sam White of Milledgeville, Ga.

Then, four days after Christmas, 1858, a recently employed teenage helper became faint from filling ether bottles and

dropped one. Contrary to Squibb's instruction, he had lighted a candle for waxing bottle stoppers. The building was on fire within minutes. Employees fled in panic. Squibb remained long enough to salvage journals, formulas and scientific data, but received crippling third degree burns. After nine months of recuperation and severely scarred for life, Squibb resumed production in the rebuilt laboratory. A collection of \$2,100 from fellow physicians, pharmacists and laymen was repaid—with interest—two years, 11 months and 12 days later.

When Jefferson Davis became president of the Confederate States of America, Col. Satterlee doubled his Squibb order. When Gen. Pierre Gustave Beauregard fired on Fort Sumter, Satterlee quadrupled the order and begged Squibb to enlarge his plant. In early 1862, Squibb purchased one block between Vine and Doughty Streets, near the Furman Street facility, and built a five-story, 75 foot concrete and brick building. During February 1865, he bought two adjoining lots for \$4,500 and extended the laboratory.

Squibb's accomplishments in medicine and pharmacy from 1865 to 1900 were numerous. Ultimately joined by sons Charles and Edward, the laboratory expanded to 100 employees. Convinced that some scientific discoveries belonged to humanity, he did not patent his inventions relating to medicine.

In 1879, he proposed a drastic pure food and drug act which became the model for laws enacted among several states before the first Federal legislation in 1906. In 1880, orders for Squibb products were received from Mexico, South America, Japan, India and China. By 1883, thousands of price lists which had grown to include 324 items were distributed to four continents.

Declining health at age 76 compelled Squibb to relinquish management of the laboratory to his sons. The firm's name changed to E.R. Squibb & Sons in 1895. He continued research and experimental work almost until his death Oct. 25, 1900. □



# Challenge, self-confidence

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# Obstacle course gives it all

Story and photos by PH2 Wayne A. Singleton

Challenge and obstacle course—they go together. Just ask the aviation officer and air crew candidates and aviation preflight students at Naval Air Station, Pensacola, Fla. The word they most often use when talking about the course is challenge!

There are many reasons for the obstacle course—or O'course—but its primary purpose is to challenge students mentally and physically and allow them to build endurance, agility and self-confidence.

"If you stand back and look at the O'course, you can see it challenges virtually every facet of physical fitness," said Johnny Walker, technical adviser in physical education for the Naval Aviation Schools Command.

"Some people think that physical fitness is the absence of disease and that's where it ends. Actually, physical fitness is many things: strength, flexibility, balance, coordination and speed.

"Our goal is to build agility, stamina and the self-confidence one gets from accomplishment. I can't think of any one test that can measure so many areas of physical fitness better than the obstacle course."

Fifteen brightly painted obstacles set in loose sand—five low barriers 5 feet high and 10 agility barriers testing everything from strength to balance—make up the

course. The most difficult of these obstacles, according to Walker, are three bulkheads. Two are for men, one 12 feet high with a dangling rope to help climbers and another 8 feet high. For women there is one 6-foot bulkhead. While scaling the 6- and 8-foot bulkheads, students must rely on their own strengths and techniques.

"Because of the rope, the 12-foot bulkhead is the easier of the two to get over," Walker said. "The 6- and 8-foot bulkheads do not have a rope, so students have to time the pull-down of their arms with the spring of their legs to make it over. No matter which is easier, all three bulkheads challenge the upper body strength."

The obstacle course has been challenging Pensacola students for 30 years. Constructed after World War II to test pilots in preflight training, the course was originally built on the base golf course. Over the years it was moved several times. In 1964, it was finally relocated near the survival training exhibit where it is today.

In 1984 the obstacle course was run by more than 6,000 students, Walker said. Among these, approximately 3,500 ran it five times before being successful.

To complete training, students must be able to run the course in a set time determined by the particular training program they are in. Aviation officer candidates must run the course in three minutes, 26

seconds; women, four minutes, nine seconds. The record time for men is two minutes, 12 seconds—set by a Marine named S.H. Smith in 1974; for women it is two minutes, 52 seconds—set by R.R. Bauwens in 1984.

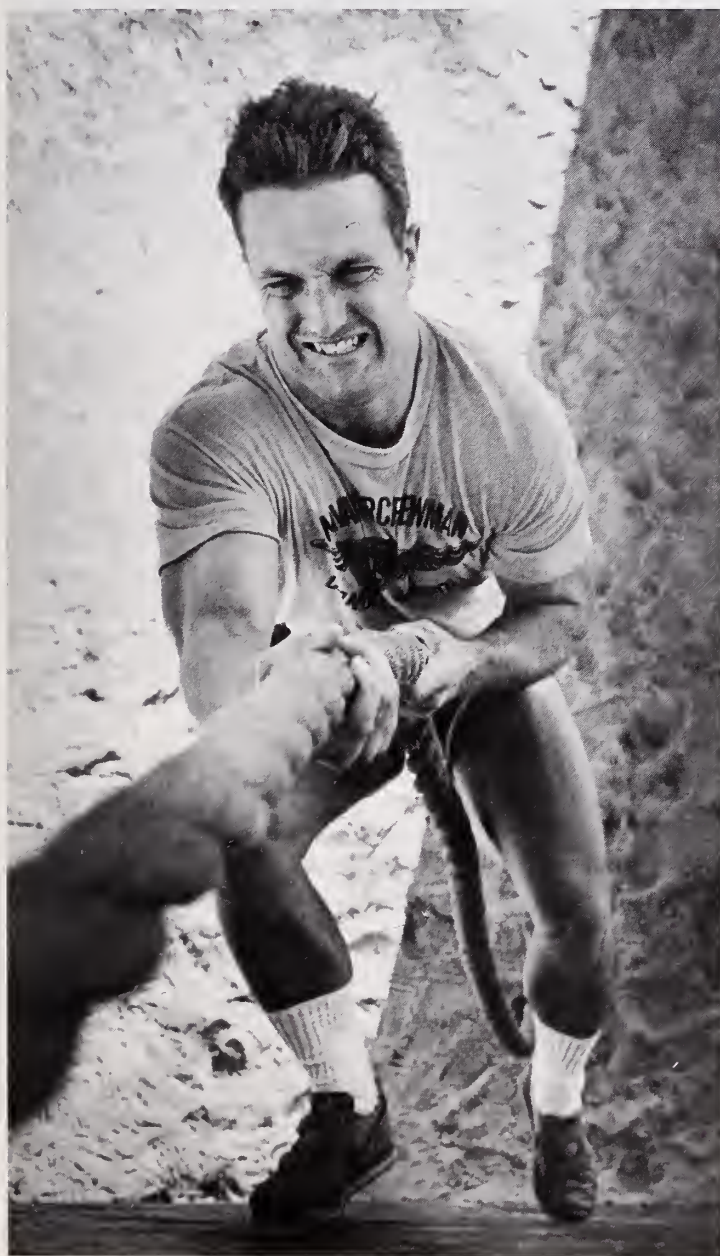
"The hardest part of the obstacle course for me was running in the sand and climbing the 8-foot wall," said PH2 Sam Hoffman, an aircrewman at Pacific Fleet Audiovisual Command, Miramar, Calif. "The sand was hard because the more you ran in the sand, the more your energy was drained. The wall was hard because you had to get a running start at it, and that's not any easy thing to do in sand.

"When I first looked at the course, I was worried because I didn't think I would be able to run it in the required time. So after the last run, when I finally finished with about 15 seconds to spare, I felt a sense of pride and relief that I was able to pass it."

Not many people will admit to liking the course, but most respect it. By the end of training, all feel a sense of self-confidence and pride knowing that they were able to meet and overcome the challenge of the obstacle course. □

*Singleton is attached to the Navy Flight Demonstration Squadron, NAS Pensacola.*





Clockwise from top: Students begin the course by running through a line of tires; instructor AT1 Thomas Shaffer encourages AMSAA Madonna McCullough; AEAA Gordon Mount leaps from the top of the inclined board; CTOSN Warren Benamati struggles up the 12-foot bulkhead.



# Bearings

## Teaching America's Youth

Today's sailors not only attend school, but teach it as well.

Through the Math/Science Initiative program, Navy members help students at selected elementary, middle, and high schools along the East and Gulf coasts upgrade math and science skills.

Active duty sailors with strong backgrounds in math, science and computer technology fill in as assistants in classrooms, workshops and tutoring sessions. They also serve as advisers on science fair projects and as leaders on field trips.

During the 1983-84 school year, one volunteer taught computer use to handi-



Photo by JO2 Dennis Everette

**CTM1 Robert Patrick demonstrates a computer to disabled students.**

capped youths, including a blind and deaf girl who was learning computer skills through Braille applications.

The program began when Florida Governor Bob Graham expressed con-

cern over consistently low math and science test scores among Florida's youth. He asked the military, as leaders in applied technology, to help reverse the trend.

The Chief of Naval Education and Training in Pensacola, Fla., responded with a pilot project during the 1983 fall semester.

Active duty officers and enlisted people nearing retirement were surveyed for an interest in teaching, and more than 80—including 16 seeking teaching certification—responded.

The program has expanded to the Orlando, Jacksonville, and Mayport, Fla.; Norfolk, Va.; and North Chicago, Ill., school districts. ■

—By JO3 Thomas Turner,  
CNET PAO, Pensacola, Fla.

## Seabees Work at Iwakuni

They are a small group—only 12. But by the time the Seabees of Naval Mobile Construction Battalion 1, Iwakuni, Japan, Detail, return to the U.S. this summer, they will have completed construction projects worth nearly \$700,000.

Since arriving from Gulfport, Miss., in December, the Seabees have been putting the finishing touches on Marine Memorial Chapel and the new 5,000 square-foot motor pool garage. They've also begun work on an inert storage building and are reroofing the main food storage area.

"At Iwakuni, we're working on total construction projects, beginning from the ground up," said Lt. Bob Schenk, officer in charge. "That gives us the opportunity to utilize all of our skills."

It also is motivation for the men, according to Schenk. "You get a feeling of accomplishment when something is planned, initiated and completed."

Because the Iwakuni tasks are complex, the Seabees' imaginations and

resourcefulness—and their construction skills—are challenged. "It's handling problems and meeting specifications and schedules that make complete projects such valuable training for the Mississippi Seabees," said Schenk.

Their job at the garage includes installing windows, doors and the houses which will store pneumatic equipment, as well as installing all electric power lines.

The inert storage building is something this detachment will start from scratch and complete while at Iwakuni. Starting with a bare piece of ground, the Seabees will grade, build the foundation, and erect a 4,000 square-foot pre-engineered building.

Don't let "pre-engineered" fool you. While the components have all been built elsewhere, the Seabees will be faced with hoisting, placing and aligning the walls and roof. Then they must ensure the building is weatherproof and secure against winds which buffet Japan during typhoon season.

Working 10-hour days and six-day weeks, the Seabees have pushed construction ahead. But their world isn't all

work. Many continue their education by taking night courses. The unit has entered two teams in the station's intramural volleyball league, and, during the Red Cross drive, they donated 15 half-pints of blood.

That's one of the things that makes Iwakuni a great place to work," said Chief Steelworker Bill Milani, assistant officer in charge. "We've got details in Adak, Alaska, and at Mount Fuji, but there's better work and more things for our people to do when they're off duty here.

"Another great thing about Iwakuni is our relationship with the command," Milani continued. "We've got a good relationship with the facilities people and Det. C. If we need to borrow some of their equipment, they're always willing to help. If they need something from us, they usually get it."

The Seabees of NMCB 1 have merged with the other citizens of the air station. They will give the station new facilities and friends before they return to their home base at Gulfport. ■

—By Staff Sgt. Ray Hammond,  
MCAS Iwakuni, Japan





Photo by PH1 David Loveall

An SH-60B Seahawk helicopter conducts in-flight refueling while hovering off the port side of the guided missile frigate USS *Crommelin* (FFG 37).

## HSL-43 "Battlecats" get new Seahawks

Helicopter Anti-Submarine Squadron Light 43, NAS North Island, Calif., now operates the Navy's newest and most sophisticated anti-submarine warfare helicopter—the Sikorsky SH-60B *Seahawk*.

The two-engine helicopter, a modification of an Army transport helicopter, is thought of as the flying eyes and ears of the fleet. It has a range of more than 100 nautical miles with a top speed of 160 knots. Operating independently or under ship's control, the *Seahawk* will

serve as a remote platform for sensor deployment, data processing display and transmission, and weapons delivery. The HSL 43 "Battlecats" will also use the *Seahawk* for anti-surface warfare, electronic warfare, search and rescue, communications relay, medical evacuation and vertical replenishment.

The *Seahawk* uses the LAMPS Mark III integrated ship and helicopter weapons system. This system combines the flexibility of helicopter with the endurance of a ship to expand the combat horizon.

HSL 43 Detachment 1 will deploy aboard USS *Crommelin* (FFG 37) to set the trend for future LAMPS Mark III detachments in the Pacific Fleet. ■

## NRL's 3,000th patent

The Naval Research Laboratory, Washington, D.C., recently was awarded its 3,000th U.S. patent.

The landmark patent was awarded for a direction line-hydrophone array cali-

brator—an instrument used to determine the pattern and sensitivity of a long hydrophone array. Hydrophones detect and register the distance and direction of sound transmitted through water.

NRL received its first patent in June 1923 for an antenna selector switch that connected various underground, ele-

## Crime fighters

Two sailors stationed aboard the aircraft carrier USS *Saratoga* (CV 60) recently apprehended two men accused of robbing a local convenience store.

At about 11:20 p.m. on the night of Feb. 2, Radioman 2nd Class Richard H. Dodson and Radioman Seaman Warren K. Johnson, both of the ship's communications department, stopped at the store. "We had been out on the town and decided to stop in for something to eat," Dodson said. "Two guys walked in while we were heating our sandwiches in the microwave. They walked around and picked up some items and proceeded toward the counter to pay for the items.

"We didn't really pay much attention until they ran out the door with the stuff. I looked at Warren and said, 'Hey, they just robbed the store.' That's when we took off after them!"

The sailors chased the suspects but lost them in a nearby wooded area. "After searching for 45 minutes, we found the first guy," Johnson said. "Then we went back into the woods and found the second guy."

The sailors led the suspects back into the store and had them lie face down on the floor.

"Kathy Bingham, the store clerk, was surprised to see us," Johnson said. "She didn't think we were going to catch them."

The police soon arrived and took the two men into custody. ■

—By JOI Bill Dougherty  
USS *Saratoga* (CV 60)

vated or loop antennas to a receiver. It has since made discoveries in communications, radar, sonar, nuclear science, development and improvement of materials, space exploration, and other areas of vital interest to the Navy. Many of NRL's inventions are used by the fleet today. ■



# Bearings

## Return to Bacoor

It has been 40 years since the people of the Philippine Province of Cavite were liberated by United States and Philippine forces in World War II. Each year on Feb. 3, they celebrate the liberation of Cavite and Bacoor and remember lost loved ones and fallen comrades.

For the first time in four decades, Americans returned to Bacoor, Cavite, to commemorate that day with the local people.

Invited by Governor Juanito Remulla of the Province of Cavite, Capt. Thomas D. Paulsen, commanding officer of USS *Blue Ridge* (LCC 19), was Grand Marshal of the festivities parade. He rode in a traditional "Tiborin," a horse-drawn cart reserved for distinguished guests.

Hundreds of Bacoorites lined the main street to see the parade that included four honor companies, the Philippine Marine Drum and Bugle Corps, the Anak ZaPote City Band, the Veterans Federation of the Philippines and the United States Armed Forces Retired Association.

At the town plaza, Paulsen presented a wreath at the Town War Memorial.

"I thank you today for being here with us, and this will be remembered as



Photo by PH2 Phil Eggman

**For many veterans, the ceremonies brought back memories of the fighting.**

a day of friendship between the U.S. Navy and Armed Forces of the United States and the Filipino people. Thank you for coming here," Remulla said.

Paulsen thanked the townspeople for their kindness and hospitality and asked that the day be the first Philippine-

American friendship day of Bacoor.

Paulsen presented two plaques to Vice Mayor D. Antonio for the people of Bacoor from commander, 7th Fleet, and *Blue Ridge*.

Master Chief Master at Arms Bayani Santero, *Blue Ridge* human resources officer and Senior Chief Storekeeper Rodolfo O. Reyes, 7th Fleet staff, coordinated the event with the help of retired Senior Chief Steward Julian DeGuzman. All grew up in Bacoor.

Santero, a 26-year Navy veteran, was about seven years old at the time of the liberation. He recalled, "I remember a lot of noise and shooting. There were airplanes flying over, but we didn't see them because we (my family) were all hiding in a shelter dugout underneath our house. I didn't see any Americans at the time. I only remember that they told us that we could go back to school again, and I was very happy."

Santero enlisted in the Navy in 1958 at Sangley Point NAS near Manila.

After the ceremonies for this first Bacoor Philippine-American friendship day, the 7th Fleet Band performed at the Catholic church in the center of town in an evening concert. ■

—By Lt. Carl Begy,  
USS *Blue Ridge* (LCC 19)

## NJROTC students earn appointments to military academies

Seven seniors at the Sanger High School Naval Junior Reserve Officers' Training Corps program in Sanger, Calif., have been offered appointments to the U.S. Naval Academy, Annapolis, Md., and the United States Military Academy, West Point, N.Y. All of the seniors will graduate in the top 1 percent of their high school class.

Retired Capt. John "Nick" Nichol-

son started the Sanger High NJROTC program in 1976 after leaving active duty as commanding officer of USS *Ranger* (CV 61).

Starting with only a handful of students, the program has now enrolled about 270.

The seven graduating students are John Uyemura, Duane Carr, Kevan Katuin, Lance Westerlund, Michael Quintana, Rudy Flores and Sammy Nava.

All the seniors, especially Lance Westerlund, praised their NJROTC instructors. "They cared about us, the program and the Navy," he said. "They

were supportive and gave us the guidance and assistance we needed in achieving our goals."

Nicholson said his NJROTC unit was successful because of the support from NAS Lemoore, Calif., the support from the school and the concern of the parents.

Six former students are in military academies, seven are attending colleges on full ROTC scholarships, two are in the BOOST program, and about 160 have enlisted in the military. ■

—By Dave Fraker,  
NAS Lemoore, Calif.



## Father and son shipmates

Many Navy families are faced with saying goodbye to their sailors before a major deployment, but not the Browns. They travel together.

Senior Chief Sonar Technician Glenn D. Brown and his son, Hull Technician Fireman Glenn D. Brown Jr., share the same ship, the guided-missile destroyer USS *Coontz* (DDG 40).

"I've never heard of it ever being done before," said Brown Sr.

With more than 500,000 people on active duty in the Navy today, chances of a father and his son being stationed aboard *Coontz* at the same time are slim.

Brown Jr., who was stationed aboard USS *Lexington* (ABT 16) submitted a request to be stationed with an immediate member of his family—his father. A duty swap was arranged between Brown and a hull technician aboard *Coontz*.

It wasn't easy, according to the son. "My request was denied the first time, and I even had trouble with a swap," he said. "It took about four months for the swap to go through."

"He chose a good rate," said Brown of his son's job, "and I'm glad that he is doing something that makes him happy. It's a diversified rating; I'm sure he's learned a great deal as a hull technician."

The son's interest in the hull technician rating began when he was aboard *Lexington*. "I worked in the habitability program. They taught me how to weld and put things together. It interested me, so I became an HT striker."

Brown Sr., unlike his son, didn't have much of a choice in choosing his job. It was chosen for him.

"Back in those days, you didn't have a choice. You took the aptitude test, and whatever area you scored highest in became your job," said the father, who

enlisted in 1958. "My highest score was in the sonar field, so I was sent to Sonar Tech "A" school in San Diego."

During his 24 years in the Navy, Brown Sr. has had two tours on *Coontz*. The father's knowledge of foreign ports has paid off, according to his son. "We went on a tour of Rome together, and he knew more (about the city) than the tour guide. He's been there six or seven times."

There are other advantages to being stationed with a career Navy father. "I always have somebody to answer my questions about the ship," said Brown Jr., who has been on *Coontz* about six months. "If I need someone to talk to, he's right on the ship."

For Glenn D. Brown Sr. and Glenn D. Brown Jr., a major deployment isn't time away from each other—it's more time together. ■

—By JOSH Terry Cordingley,  
USS *Coontz* (DDG 40)

## Orion Crew saves burning Italian ship

USS *Orion* (AS 18) received a distress call in January. The *Limbara*, a 162-foot Italian ferry docked at La Maddalena was on fire. *Limbara's* crew and the local Italian fire department had been battling the blaze for more than 24 hours.

When 14 *Orion* volunteer firefighters arrived, the white smoke had turned black and barrels of fuel were being threatened by the flames. The fire was so intense that the firefighting water on the deck was boiling.

After about five hours and thousands of gallons of water, the fire was controlled. ■

—By SN Larry Coffey,  
USS *Orion* (AS 18)

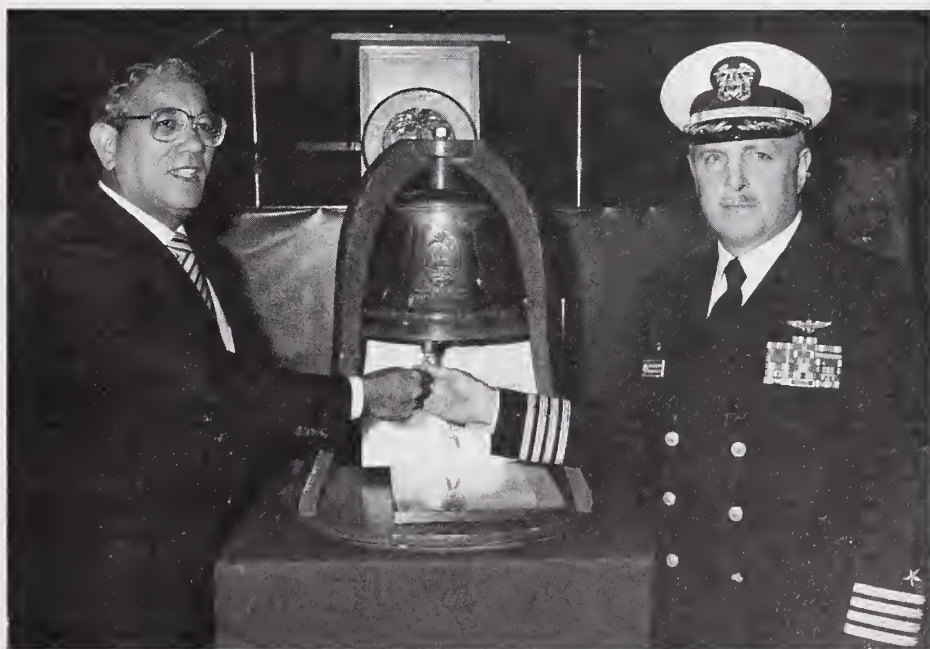


Photo by PHAR T.J. Armstrong

Ricardo J. Bordallo, governor of the United States Territory of Guam, and Capt. John M. Quarterman, commanding officer of USS *Guam* (LPH 9), test the original 57-year-old ship's bell. The bell, purchased with donations from Guamanian school children, was given to the first USS *Guam* (PG 43) in December 1928. For 31 years, the bell remained at the Nieves Flores Memorial Library in Agana, Guam. The bell will stay aboard until the ship is decommissioned and then the bell will be returned to the people of Guam.



# Reunions

• **LST 611**—Reunion planned. Contact Donald Zeigler, U.A.C. Bldg. 9, Leavenworth, Kan. 66048.

• **USS Fanshaw Bay (CVE 70)**—Reunion June 7-9, 1985, Kansas City, Mo. Contact Harold A. Hoffman, 8647 Belhaven Dr., St. Louis, Mo. 63114; telephone (314) 427-0126.

• **USN MCB 9**—Reunion June 22, 1985, Port Hueneme, Calif. Contact E.E. Beachboard, 1916 6th Place, Port Hueneme, Calif. 93041; telephone (805) 486-8952.

• **USS North Carolina Battleship Association**—Reunion June 25-27, 1985, Wilmington, N.C. Contact C.H. Rosell, 15 Ellen Ave., Mount Pleasant, S.C. 29464.

• **LST 1029**—Reunion July 1985, Dayton, Ohio. Contact James M. Grammer, P.O. Box 36, Alto, Texas 75925.

• **Tin Can Sailors**—Convention July 3-8, 1985, San Diego. Contact Tin Can Sailors Inc., Edward J. Ward, Battleship Cove, Fall River, Mass. 02721.

• **USS Salisbury Sound (AV 13)**—Reunion July 8-11, 1985, Reno, Nev. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **USS LST 515, World War II**—Reunion August 1985, Chicago. Contact Floyd A. Hicks, 225 Gilmore Road, Red Bluff, Calif. 96080; telephone (916) 527-5154.

• **VAQ 33 "Connie Crew"**—Reunion Aug. 3, 1985, Florence, S.C. Contact Bryan L. Runion, 695 Kurtz Road, Marietta, Ga. 30066; telephone (404) 952-7524.

• **VR 24 Association**—Reunion Aug. 8-11, 1985, Pensacola, Fla. Contact Pete Owen, 24633 Mulholland Highway, Calabasas, Calif. 91302; telephone (818) 348-4056.

• **USS Ashtabula (AO 51)**—Reunion Aug. 9-11, 1985, San Antonio, Texas. Contact Robert Peterson, 438 Daniel St., Richardson, Texas 75080; telephone (214) 235-4272.

• **USS LST 460**—Reunion Aug. 10-11, 1985, Iowa City, Iowa. Contact George Heard, P.O. Box 54, Decatur, Miss. 39327; telephone (601) 635-3227.

• **USS Aquarius (AKA 16)**—Reunion Aug. 10-11, 1985, Washington, D.C., for crew members who served aboard from Jan. 1944 to Aug. 1945. Contact Larry Pelletier, 8660 Devonshire Court #103, Manassas, Va. 22110.

• **USS Sennet (SS 408)**—Reunion Aug. 12-18, 1985, Portland, Ore. Contact Bill Stanley, 7050 Vrain St., Westminster, Colo. 80030.

• **USS Cochino (SS 345)**—Reunion Aug.

14-18, 1985, Portland, Ore. Contact Lester B. Robertson, 1711 Dixon Dr., Colorado Springs, Colo. 80909; telephone (303) 596-0058.

• **USS Captivate (AM 156)**—Reunion Aug. 14-18, 1985, Chicago. Contact H.W. McPherson, 5732 S. Washington St., Downers Grove, Ill. 60516; telephone (312) 968-3530.

• **USS Hoe (SS 258)**—Reunion Aug. 14-18, 1985, Portland, Ore. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.

• **Association of Minemen**—Reunion Aug. 16-18, 1985, Charleston, S.C. Contact Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; telephone (803) 553-1450.

• **VR I/TACAMO**—Reunion Aug. 16-18, 1985, NAS Patuxent River, Md. Contact Nick Potts, P.O. Box 356, Lexington Park, Md. 20653.

• **USS Arided (AK 73)**—Reunion Aug. 16-18, 1985, Kinston, N.C. Contact Richard Baker, 1002 Catherine Ave., Kinston, N.C. 28501.

• **USS Thorn (DD 647)**—Reunion Aug. 22-26, 1985, Bethlehem, Pa. Contact Kaj Swenson, 2190 Allwood Dr., Bethlehem, Pa. 18018; telephone (215) 867-1245.

• **USS Harding (DD 625/DMS 28)**—Reunion Aug. 23-25, 1985, Ashland, Ore. Contact G.T. Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS The Sullivans (DD 537)**—Reunion Aug. 23-25, 1985, Buffalo, N.Y. Contact Robert R. Sander, 325 Thatcher Ave., River Forest, Ill. 60305; telephone (312) 366-7466.

• **PT Boat Personnel**—Reunion Aug. 29-Sept. 2, 1985, Boston. Contact P.T. Boats Inc., P.O. Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

• **USS Cabot (CVL 28) Air Crews and Ship's Company**—Reunion September 1985, Williamsburg, Va. Contact Ray Miller, 318 Milan Place, Anaheim, Calif. 92801; telephone (714) 828-1851.

• **USS Philadelphia (CL 41)**—Reunion September 1985, Huntsville, Ala. Contact F.J. Amoroso, 93 Dunbar St., Somerset, N.J. 08873.

• **USN Cryptologic Veterans Association**—Reunion Sept. 1-3, 1985, Baltimore. Contact Ric Heckhaus, 13012 Magellan Ave., Rockville, Md. 20853; telephone (301) 942-0252.

• **USS Salt Lake City (CA 25)**—Reunion

Sept. 2-6, 1985, San Diego. Contact Syd Foster, 4433 Albatross Way, Oceanside, Calif. 92056.

• **Navy Squadron VPB 27**—Reunion Sept. 2, 1985, Dallas. Contact Edgar B. Francis, P.O. Box 731, Odessa, Texas, 79760; telephone (915) 366-7980.

• **USS Cincinnati**—Reunion Sept. 4-7, 1985, Asheville, N.C. Contact Dorothy Poupard, 5273 Turner Smith Road, McLeansville, N.C. 27301.

• **USS Galveston (CLG 3)**—Reunion Sept. 4-8, 1985, Philadelphia. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS Rainier (AE 5)**—Reunion Sept. 5-7, 1985, Springfield, Mo. Contact Leon L. Barefield, 2537 Howard, Springfield, Mo. 65803; telephone (417) 862-3184.

• **USS Washington (BB 56)**—Reunion Sept. 5-8, 1985, Covington, Ky. Contact John A. Brown, Box 13047, Columbus, Ohio 43213-0047.

• **USS Florence Nightingale (AP 70)**—Reunion Sept. 5-8, 1985, Norfolk, Va. Contact Stan Newland, 2202 Hortense Ave., Seaford, N.Y. 11783; telephone (516) 221-0818.

• **USS Antietam (CVS 36)**—Reunion Sept. 5-8, 1985, St. Louis. Contact James W. Brown, Route 1, Box 58D, Middletown, Ind. 47356; telephone (317) 354-2491.

• **USS Thornhill (DE 195)**—Reunion Sept. 6-8, 1985, Lannersville, Pa. Contact Henry Cetkowski, Box 531, R.R. #2, Litusville, N.J. 08560; telephone (609) 737-1727.

• **USS Zellers (DD 777)**—Reunion Sept. 6-8, 1985, Baltimore. Contact Les Wilson, 615 S. 19th St., Lafayette, Ind. 47905; telephone (317) 447-6098.

• **USCGC Mohawk (WPG 78) 1934-48 crews**—Reunion Sept. 7-8, 1985. Contact Robert M. Broadway, 1500 Lakewood Dr., Wilmington, Del. 19803.

• **USS Omaha (CL 4)**—Reunion Sept. 9-12, 1985, Norfolk, Va. Contact Frank L. Vito, 1409 Indiana N.E., Albuquerque, N.M. 87110; telephone (505) 256-1321.

• **USS California (BB 44)**—Reunion Sept. 9-12, 1985, Seaside, Ore. Contact Harold Bean, 616 W. Lafayette, Staunton, Ill. 62088; telephone (618) 635-5638.

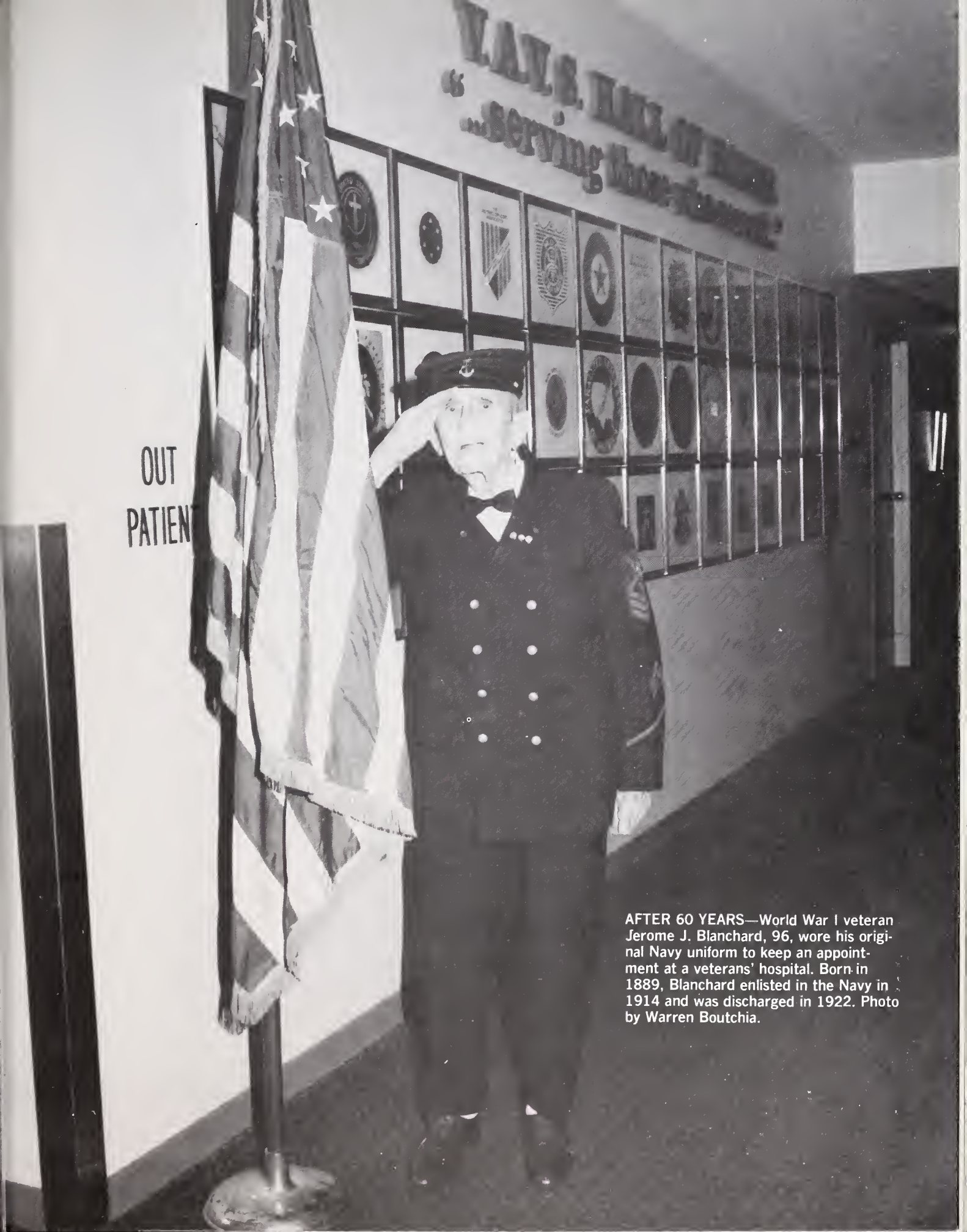
• **USS Houston (CA 30/CL 81)**—Reunion Sept. 10-15, 1985, Mobile, Ala. Contact H.M. Shafman, 921 Florence Ave., Galesburg, Ill. 61401.

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OUT  
PATIENT

**AFTER 60 YEARS**—World War I veteran Jerome J. Blanchard, 96, wore his original Navy uniform to keep an appointment at a veterans' hospital. Born in 1889, Blanchard enlisted in the Navy in 1914 and was discharged in 1922. Photo by Warren Boutchia.





**Duty in 'Sunny Sig' ● Page 22**



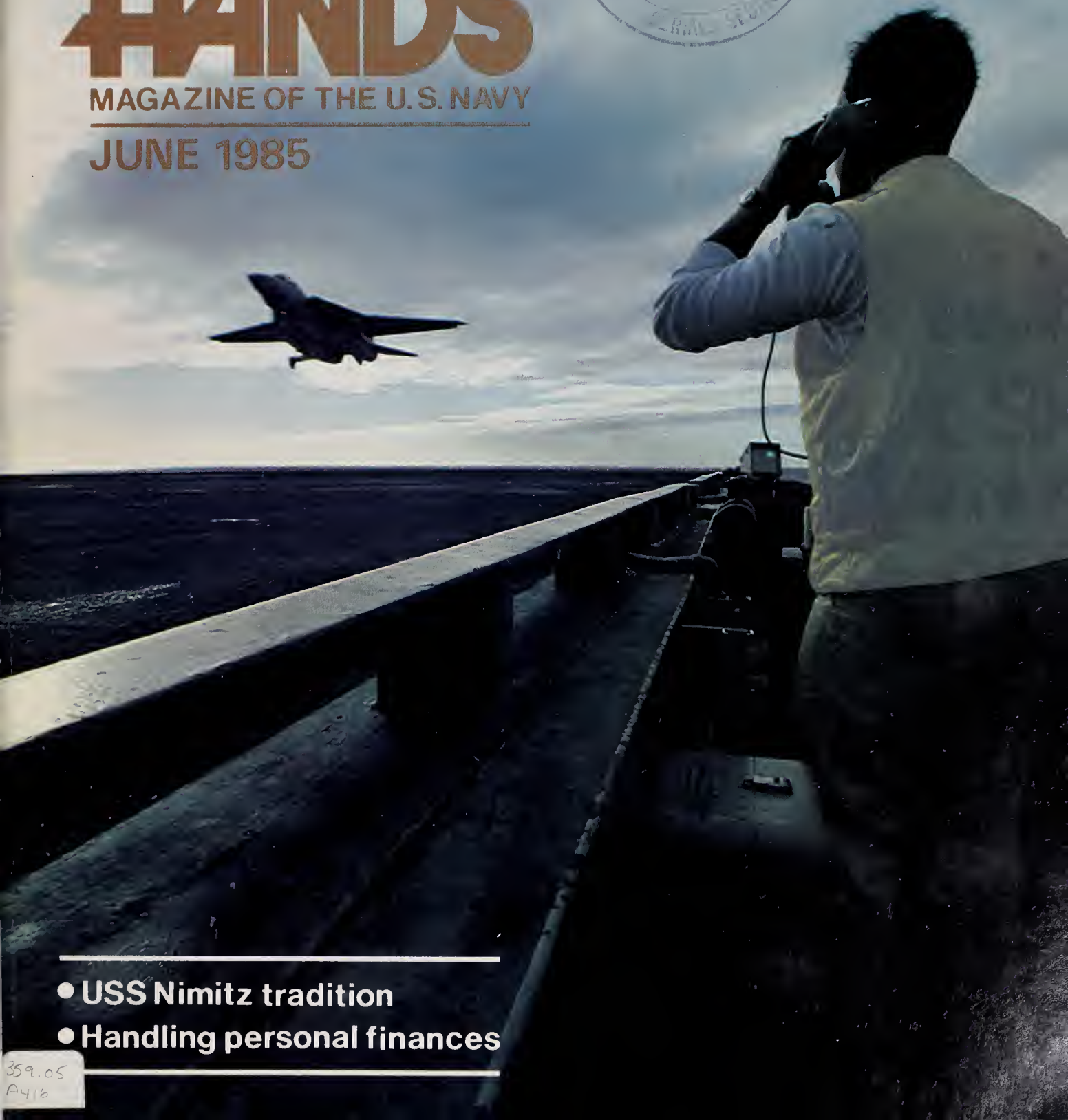
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# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1985



- USS Nimitz tradition
- Handling personal finances

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Photo by PH2 S K Nelms-Thorsvik

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# Flag Day—June 14

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# ALL HANDS

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JUNE 1985—NUMBER 819

62nd YEAR OF PUBLICATION

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## Covers

Front: The landing signals officer talks down an F-14 *Tomcat* during aircraft recovery aboard USS *Nimitz* (CVN 68). See story on page 24. Photo by JOC(SW) Fred J. Klinkenberger Jr.

Back: A member of *Nimitz* flight deck crew guides an A-6 *Intruder* to tie down. Photo by JOC(SW) Fred J. Klinkenberger Jr.

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# OCS

## No experience necessary—but it helps

The officer candidate's modest room was immaculate. In one corner, a tightly made bed hugged the yellow cinder block walls. The room's two uncluttered desks—one for regimental paperwork, the other for school work—reflected the occupant's sense of order. A lone bookshelf held a neat row of nautical titles—*Dutton's Navigation and Piloting*, *Knight's Modern Seamanship* and other required readings. Above one desk, a Garfield poster bore the reminder: "Today is the first day of the rest of your life."

That reminder held special meaning for a former enlisted man making the grade at Officer Candidate School, Newport, R.I. And if there is anything in a name, Charles Officer was right where he belonged.

Officer is one of 87 people with prior enlisted experience expected to earn commissions in the Naval Reserve via OCS this fiscal year. Many "priors" come directly from the fleet through the Enlisted Commissioning and Naval Reserve Officer programs and other active duty paths to commission. Others, like Officer, leave active duty, earn their college degrees then return to the Navy to earn a commission.

After serving a two-year hitch in the Marine Corps, Officer left the military and embarked on a career as a real estate broker. He later started his own company and went on to earn a bachelor's degree in finance. But Officer had never left the military completely behind. The thought of coming back into the service as a naval officer was always in the back of his mind.

Officer remembered how highly his father, a retired flight surgeon, and his uncle, a retired cryptologist, had always

spoken of life as a Navy officer. And he thought of his brother, who was already making a career for himself as a surface warfare officer.

It seemed almost inevitable that Officer would get bored with real estate and return to a military career—a career in which he could live up to his full potential. In his mind, the tradeoffs he had to make were a small price to pay for the challenge a commission would offer.

"We all have certain gifts and abilities, and if we don't use them they're worthless—we might as well not have them," said Officer. "But if you're in an environment where you really can task those abilities . . . the satisfaction that comes out of that is difficult to verbalize, but it's sure there. It's real." He found out just how real that satisfaction was when he decided to follow his uncle's footsteps and pursue a career as a Navy cryptologist.

Regardless of how they get there—straight from the fleet or following a detour to civilian life—priors share a great deal of camaraderie at OCS. They are proud of their past military experience, and many feel they have a leg up on candidates coming into the service for the first time.

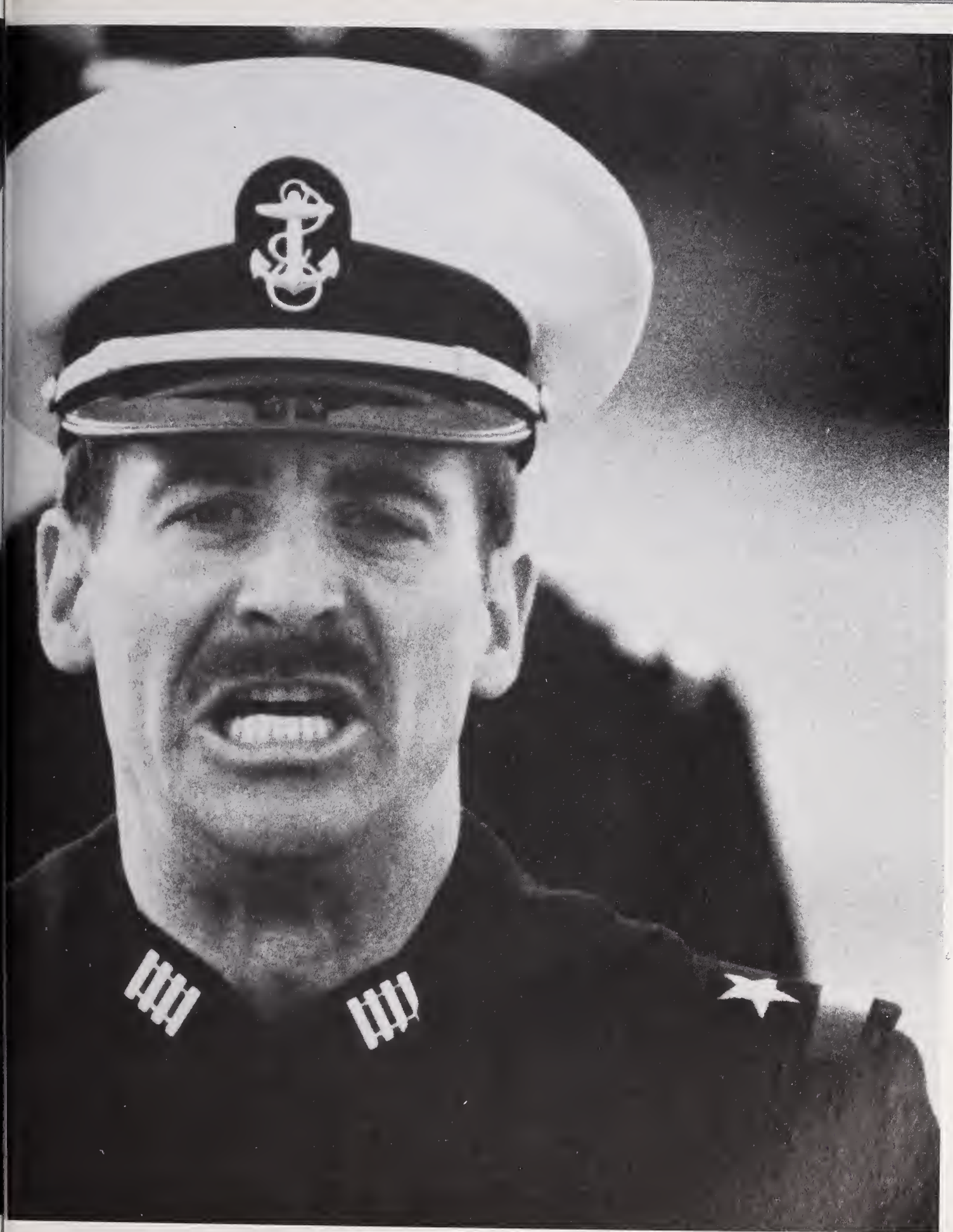
"I'm not putting any of the other people down, but I think all priors have a little sense of elevated pride," said Officer.

There is no denying that their enlisted experience enables many priors to move into leadership positions during their 16

**OC Charles Officer barks orders during morning colors.**









Officer's days are usually long. Between classes and meetings, he must find time for the other essentials, like preparing his room for inspection.







weeks of OCS training. Officer was no exception. He quickly worked his way up to the position of regimental adjutant—third highest ranking candidate in the OCS chain of command. Officer knows that his enlisted experience helped him earn the coveted staff position.

Prior enlisted experience does not, however, guarantee anyone an easy ride to a commission. The OCS course is designed to give students a basic knowledge of the afloat and ashore naval establishment. Candidates receive training in three major naval areas: operations, orientation and administration. Subjects taught in a seemingly endless list of classes include navigation, damage control, engineering, naval warfare, shiphandling, human resources management, naval history, discipline, administration and the code of conduct.

The typical daily routine at OCS begins with reveille at 5:30 a.m. and is filled with activities that include physical training, inspections and watchstanding, in addition to eight hours of classes. Effective time management is essential.

Despite the fact that two hours are set aside every evening as mandatory study time, many candidates must continue to burn the midnight oil to keep pace with their studies. Officer candidates are aware of the price they may have to pay if they slack off.

"The idea of going home without that commission is your only big fear here, and it happens to some people," said Officer. "No matter what you had before you got here, you have to prove yourself every day at OCS. Potential is not enough. You have to do it now or you go home."

The challenge of living up to one's potential is what leads many enlisted people to apply for OCS. They know that a great deal of responsibility comes with the ensign's bars they will wear on their shoulders after graduation.

"I know that's coming," said Officer. "I also know that if you make a mistake, you can't undo it most of the time. There's no time for second chances in the military. I know that if I make a mistake as a naval officer, people can die."

According to Officer, the burden of responsibility may be easier for a naval officer with prior enlisted experience. He has the advantage of knowing that enlisted people have responsibilities, too.

"We were in the enlisted person's shoes, and tend to have more trust in their abilities to do the job," said Officer. "I know that some officers don't know this, but there is little difference between them and most enlisted people. There may be a difference of a college degree, but there are a lot of enlisted people who are every bit as smart as some officers. Knowing that gives me a real advantage and I'll be able to get a lot more done."

Many enlisted people in the fleet have the potential to become good naval officers, but some hesitate to take the first steps on a path to commission. For some, it's the fear of failing. Others know that pursuing a commission means they will have to leave many of their peers behind.

Officer understands those feelings because he has experienced them himself. He didn't want to quit his first job in high school because he liked the people he worked with so much. Then he realized that his peers were eventually going to move on, too, and that he had to decide what was best for him.

Today, Officer is one of the first to admit that a career as a naval officer isn't for everyone. "If you're the kind of person who just wants the creature comforts—enough money to do some of the things that you like—it's not for you," he said. But for those who are looking for challenge, responsibility and the opportunity to have a real impact on the Navy, he feels OCS is the route to take.

"Enlisted people shouldn't be afraid of pursuing a commission. It's not as tough as they think," said Officer. "If they have a degree, they've done the hard part. Another four months is just a drop in the bucket when you're looking at a 20-year career. If you want a commission, you can get it," he said. "Don't be intimidated—the Navy needs people like you." □

—Story by JO1(SW) E. Foster-Simeon  
—Photos by PH1 Perry Thorsvik

# Paths to a commission

---

Perhaps they desire a higher status and more responsibility. Maybe it's the increased pay they want. For a variety of reasons, many enlisted people dream of obtaining a commission. That dream can become a reality—the Navy offers its enlisted people many paths to a commission.

**Broadened Opportunity for Officer Selection and Training**—The BOOST program is tailored for minorities and other enlisted people who may have been educationally deprived, but who have demonstrated that they possess the qualities and desire necessary for careers as naval officers. Basically, BOOST prepares people to compete for entrance into the U.S. Naval Academy or Naval Reserve Officers Training Corps. People selected for BOOST can earn their high school diplomas through the curriculum. Candidates can be no older than 21 on March 31 (for NROTC candidates) or July 1 (for academy candidates) in the year of entering the BOOST school.

**U.S. Naval Academy**—This is an excellent opportunity for starting a career as a Navy or Marine Corps officer. While midshipmen attend the academy, they receive about half the pay of an ensign, plus tuition, room and board. This is a program for young people—a candidate cannot have passed his 22nd birthday as of July 1 of the year he or she enters the school.

**Naval Academy Preparatory School**—Candidates not qualified for direct appointment to the U.S. Naval Academy, but who display outstanding potential, are automatically considered for admission to NAPS, located at NETC Newport, R.I. The 10-month school pre-

pares graduates for the demanding program at the academy. NAPS carries the same eligibility requirements as the academy program.

**Naval Reserve Officers Training Corps**—This is a program for young people who have a high school education and wish to earn a college degree and a commission. Selectees receive \$100 a month for subsistence and books, along with full







officer programs earn their commissions through Officer Candidate School, Aviation Officer Candidate School or through a direct appointment, depending on their specialty.

**Warrant and Limited Duty Officer Programs**—These are the Navy's enlisted-to-officer programs that do not require a college education. Warrant officer candidates must be chief petty officers or above (including frocked chiefs) and have 12 to 24 years of active duty in the regular Navy or naval reserve at the time of application. Limited duty officer candidates must be first class petty officers (for at least one year) or above and have eight to 16 years of service.

**Limited Duty Officer (Aviator) Program**—This program is similar to the regular LDO program, except that second class petty officers and above are eligible. Candidates must be less than 30 years old on July 1 of the year they apply for the program.

**Enlisted Commissioning Program**—This program is ideal for people who already have at least two years of acceptable college credit. Candidates receive regular Navy pay while they go to school full time to finish a degree. The only hitch is they have to pay for tuition and books, and can't use tuition assistance. Most candidates will fulfill military training requirements before receiving their degrees and will be commissioned as ensigns upon graduation. Those candidates unable to do so will attend OCS before being commissioned. Also, candidates must have four to 11 years of service, be at least 22 years old and be able to complete degree requirements and be commissioned prior to their 34th birthday. This maximum commissioning age will be reduced incrementally as follows: prior to 33rd birthday for fiscal year 1986 applicants, prior to 32nd birthday for FY 87 applicants, and prior to 31st birthday for FY 88 applicants. Age waivers will not be considered.

*For more information in choosing a path to a commission, see your command career counselor. □*

tuition and fees at an approved university.

**Naval Reserve Officer Programs**—Eight programs are available, offering commissions in the restricted and unrestricted lines, nuclear propulsion, aviation and various staff corps. The main requirement is a bachelor's degree—and for those people who don't have one, the Navy offers a variety of ways to earn the degree. People accepted into one of the reserve



# Hope for Williams Syndrome children

Story and photos by Dave Fraker

Matthew Stark looked just like his sister when she was born—pug nose, blue eyes and a full head of brown hair tossed in every direction. Yet he was different.

Air Traffic Controller 1st Class George Stark and his wife, Beth, sat on a sofa in their house on Naval Air Station Lemoore, Calif. On the tan carpet, Matthew rolled back and forth to the beat of rock music. His tiny fingers firmly clasped a bottle as the Starks talked about their son's first 21 months of life.

Matthew was born in Memphis, Tenn. He weighed six pounds, 13 ounces and arrived a couple of weeks early. He had some unusual facial features, and his doctors detected a slight heart murmur—an abnormal closing of the heart valves.

"Doctors thought Matt had something they called Noonans Syndrome. They suggested we see a geneticist," said Stark.

"We were not concerned about the features, because Matt looked just like his sister, Coral, when she was born, and she is progressing well in school and doing everything she should for a girl her age," said Beth. "But the heart problem had us worried."

The Starks had six months left of their tour of duty in Tennessee. With their doctor's advice, they waited until they transferred to Lemoore to get expert diagnosis.

Matt's development during his first six months was normal. He rarely became sick, and his only problem was his refusal to eat. "We had to hold him down to feed him," said Beth. "It wasn't until sometime later that we found there was a reason for this behavior."

Lt. Cmdr. Bryan Barnett, a former pe-

diatrician at Naval Hospital, Lemoore, was the first doctor Matthew saw when the Starks arrived at Lemoore 18 months ago. He also thought the baby might have Noonan's Syndrome, but decided that a pediatrician and cardiologist at Oakland Naval Hospital should make the final diagnosis.

"We were scared—and with reason as we were to find out," said Beth. "At first we were given a picture of 'gloom and doom.'"





Doctors at Oakland Naval Hospital diagnosed Matthew's disorder as Williams Syndrome—a rare condition that affects 1 in 20,000 babies. The diagnosis explained Matthew's heart problem and abnormally narrow arteries. It also meant that he was mentally retarded and could be dependent on his parents for life.

"Those final words—'Matt would be dependent on us for the rest of his life'—really hit us hard," said Beth.

The Starks tried to think positive. "Matt was diagnosed . . . early, which was rare, and he would not need corrective (heart)

surgery, if ever, for at least several years," said Stark. "On the other hand, not much information was available on Williams Syndrome. The medical books had only one small paragraph."

In 1961, Dr. J.C. Williams described this disorder, named after him, in four unrelated children with mental deficiency, unusual facial features, and heart and artery problems. As recent as last year, 250 cases have been confirmed.

In early infancy, Williams Syndrome children tend to be fretful and have increased feeding problems. During childhood they tend to be outgoing and talkative—a personality referred to as "cocktail party manner." About one sixth have severe behavioral problems.

Williams Syndrome children have an increased sensitivity to textures, which is especially noticeable in their eating habits. In most cases, parents have to experiment with several different textures of food to find something the child will eat. Rubbing different textures of cloth on the skin and inside the child's mouth is another method of breaking through tactile sensitivity.

Capt. Frank Gareis, head of the pediatrics department at the Oakland Naval Hospital, has worked with Williams Syndrome children for 14 years and currently has four children under his care.

"I remember when Gaeris first walked into the room. Right away he knew Matt had Williams Syndrome. He gave us hope and reversed the gloom and doom forecast," said Stark.

According to Gareis, the biggest problem with Williams Syndrome is that there are no clear clues that indicate whether a child has the disorder. The only real clue is outward appearance, and in most cases the parents are the first to suspect that something is wrong with their child.

"Matt's biggest advantage is that we

have diagnosed him early, and he will have the advantage of getting the right care and the right training early," the doctor said.

A therapist visits Matt once a week to work with him in developing his gross motor and fine motor skills. She also works with his mental awareness and learning development and to decrease his texture defensiveness.

"(Gareis) told us many WS people lead normal lives and can function in society. It all depends on the degree of mental deficiency," said Stark. "He also told us to join support groups and communicate with other parents of WS children or adults that have WS."

Last summer the Starks traveled to San Diego for the first national conference on Williams Syndrome. "We learned we were not alone and that there is support available," said Beth. "We also learned that there are about six people with Williams Syndrome living in the San Fernando Valley, and we started communicating with them. The biggest problem is that many more people may have Williams Syndrome and not know it because they've been misdiagnosed."

Matthew's development has slowed during the past few months—which is normal for children with his disorder—but he is beginning to stand alone. Like any other child, he is inquisitive and a bit stubborn. He likes to do things and figure things out for himself. Not enough is known about Williams Syndrome to forecast Matthew's future. A lot depends on how retarded he is, and Matthew is too young for tests that measure his ability to learn and reason.

"We do know that we are doing everything we can for Matt, and we are setting realistic goals for him," said Beth. "We are confident that Matthew will learn and grow, and most of all be all that he can be."

*For more information on Williams Syndrome, contact Parents of Williams, Attn: Diane Filley, P.O. Box 178373, San Diego, Calif. 92113. □*

*Fraker is editor of the Eagle, Naval Air Station, Lemoore.*



**Opposite page: (top) George and Beth Stark rub their son's arm with different textures of cloth to overcome his "tactile sensitivity"; (bottom) Matthew smiles with an empty bottle and a full stomach. Top left: A doctor prepares Matthew for calcium level tests. Left: George and Beth Stark with their children.**

Getting hold of your finances

# Managing



*Twinkl*



# your money

By Lt.Cmdr. Tracy D. Connors

"The seductiveness of plastic money and the lack of basic personal financial management skills are two of the major reasons so many young Navy families find themselves in financial trouble each year," said Capt. Joseph B. Beamon, director, Navy family support programs.

The size of the problem has Beamon and others concerned. Last year, the Navy Relief Society assisted 76,500 Navy people with \$22.7 million in interest-free loans and grants. Beamon said the society is "our first line of defense against the economic and social damage caused by families with financial problems."

"Many of our social problems—alcoholism, substance abuse, family problems—have their roots in financial problems. They can be caused by, or certainly worsened by, financial problems—Navy people and their families not knowing how they are going to get through the next month, or to payday," Beamon said.

Better personal financial management for all Navy people is a major objective for Beamon and "should be for all Navy commands and leaders," he said.

It is all too easy for a sailor to get into financial difficulty. Sometimes, it starts with an unexpected family emergency—a death in the family or a relative needing help. Most often, it is financial mismanagement, little financial training and easy credit which starts the vicious cycle of growing bills and less money.

"One of the common patterns we see is the Navy family overextended on plastic

money," Beamon said. Some families, when leaving one duty station for another, pay off their consumer credit debts using their advance pay—the "dead horse." When they arrive at the new duty station, they are virtually penniless and have to live on half pay for many months to pay off the advance pay.

"None of us were born with financial management skills," said Judy Kinney, budget counselor service coordinator at the Washington, D.C., Navy Relief Society office. "We have to learn them."

Too many Navy people learn such skills the hard way—by ending up deep in debt and having to endure the painful process of getting onto a sound financial basis.

"Many Navy people with financial problems are young and often have not had a steady income until joining the Navy," Kinney said.

"They have had little or no training in basic personal money management. They are away from home and no one is there to help put the financial brakes on. It's easy come, easy go, and very often they don't know where it's going," she said.

Lack of experience in consumer credit, "even the basics such as how to establish a checking account, how to write a check and (how) to keep the checkbook balanced" are some factors contributing to the problem, Kinney pointed out.

Beamon agreed. "We have to prepare our sailors better and offer financial counseling at whatever level they need that counseling, particularly at the very basic

level. We have to train our petty officers and supervisors to recognize when a family is getting into financial trouble—and what can be done to help them."

The Navy is evaluating a move to electronic funds transfer, a process which, if approved, would "require that all Navy men and women have a bank account into which these funds can be transferred," Beamon said. He believes that electronic funds transfer will eventually be approved. If so, it further underscores the need for better personal financial training throughout the Navy.

Navy men and women with financial problems should seek help early, before disaster overtakes them. "All too often the Navy man waits until he is so deep in financial difficulty that his family is about to be evicted," Kinney said, "or there is no food in the cupboard."

Where to go for help:

- to your supervising petty officer or division officer;
- to a shipboard Navy Relief representative;
- to the local family services center, many of which have personal financial counselors on the staff;
- to the local Navy Relief office for financial counseling.

The Navy Relief Society can provide help if you are:

- active duty Navy or Marine Corps;
- retired Navy or Marine Corps (including Fleet Reservists);

- dependents of living or deceased personnel listed above.

The society helps in many ways, including providing interest-free loans or outright grants for:

- emergency transportation;
- funerals;
- medical bills (patient's share);
- food, rent and utilities;

- necessary dental care;
- personal needs when pay is delayed;
- essential car repair.

The society will help Navy men and women in time of need, but it cannot help them live beyond their needs. □

*Connors is commanding officer of NIRA Reserve Det. 206.*

## Knowing when you are in financial trouble

You may be in financial trouble when:

- you don't know where your money goes and can't pay all your monthly bills;
- you have no savings for emergencies or extra expenses;
- you are forced to charge items you used to pay for in cash;
- you can afford only a minimum payment on charge accounts;

- you get into more and more family arguments over money, or are drinking or are using drugs to escape feeling powerless and threatened by money worries;

- you hate to look at the mail—full of overdue notices;

- your checkbook shows a negative balance several days or more before the next payday;

- you're still writing checks and hope your deposit beats those checks to the bank;

- you are missing payments or are juggling or stalling one creditor to pay another;

- your command gets similar notices about your payment problems;

- the only time you can shop for groceries is on payday;

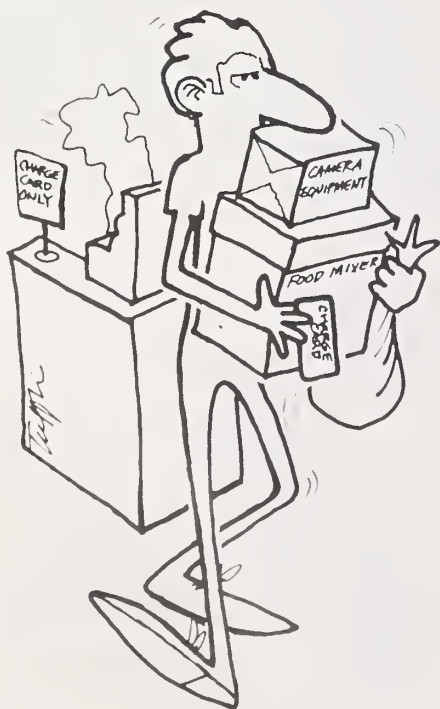
- creditors are calling you . . . and you are afraid to pick up the telephone;

- your car breaks down and there is no money for repairs;

- you often ask a friend "for a few bucks till payday";

- you frequently wear a shabby uniform or overworn shoes.

One or more of these signs may mean the Navyman or woman has a financial problem. If supervisors see one or more of these warning signs, he or she should take a closer look and be prepared to call a sailor in for financial counseling. □



# Your

By Faith R. Connors

This is the first of a three-part series on personal finance which covers *record keeping*, *establishing credit*, and *family budgeting*.

### Personal records: what to keep . . . where and why

You can get more for your money and eliminate many of life's problems if you take the time to handle your personal finances carefully.

Personal and family record keeping is a necessity, but it need not be an unpleasant chore if you keep several important points in mind:

- Start your record keeping early and organize your files at the start, before the accumulation becomes overwhelming.

- Keep your system simple.

- Keep your records portable. You may have to travel or deploy on very short notice.

Record keeping is one of the most important aspects of running your household. A metal record box—or cardboard file box—along with a dozen or so folders from an office supply store will be needed. What follows is a list of what should be kept in each folder at home and a list of what should be kept in your safe deposit box. Some helpful tips to assist you in keeping good records are also included.

### Folder 1—Miscellaneous

- A copy of your will (the original goes in the safe deposit box).

- A list of the contents in your safe deposit box.

- Letter of last instructions (augments the information in your record of emergency data, a duplicate of which should be included in this folder).

- Personal information sheet listing the



# personal records

following: Social Security Number; name and address of the bank where you have a safe deposit box (and the location of the key); list of your bank accounts, savings accounts, and brokerage accounts; list of the names and addresses of your attorney, broker, life and property insurance agents, accountant and your executor.

## Folder 2—Household Budget.

- List of budgetary goals.
- Income statement.

- Budget control sheets (from previous years).
- Income and expenses forecasts.

## Folder 3—Housing Information.

- Purchase contract and receipt or lease/rental agreement.
- Title and insurance papers.
- Receipt for landscaping.
- Receipts for home improvements.
- Receipts/statements for property taxes.

- Termite inspection policy/papers.

## Folder 4—Personal Property.

- Photos of your most valued items.
- Inventory of personal property.
- Information on property insurance coverage.

## Folder 5—Investments.

- Records of purchase/sale of stocks, bonds, mutual funds, plus monthly statements.
- Annuities information and statements.
- List of savings/checking accounts.
- Goal planning sheet.
- Annual balance sheet.

## Folder 6—Tax Records.

- Purchase receipts indicating sales or other taxes.
- Interest payment records (charge accounts).
- Charitable gift confirmations, e.g., Goodwill Industries, Salvation Army.
- Payments and records concerning medical expenses.
- W-2 forms.
- Canceled checks for current year.

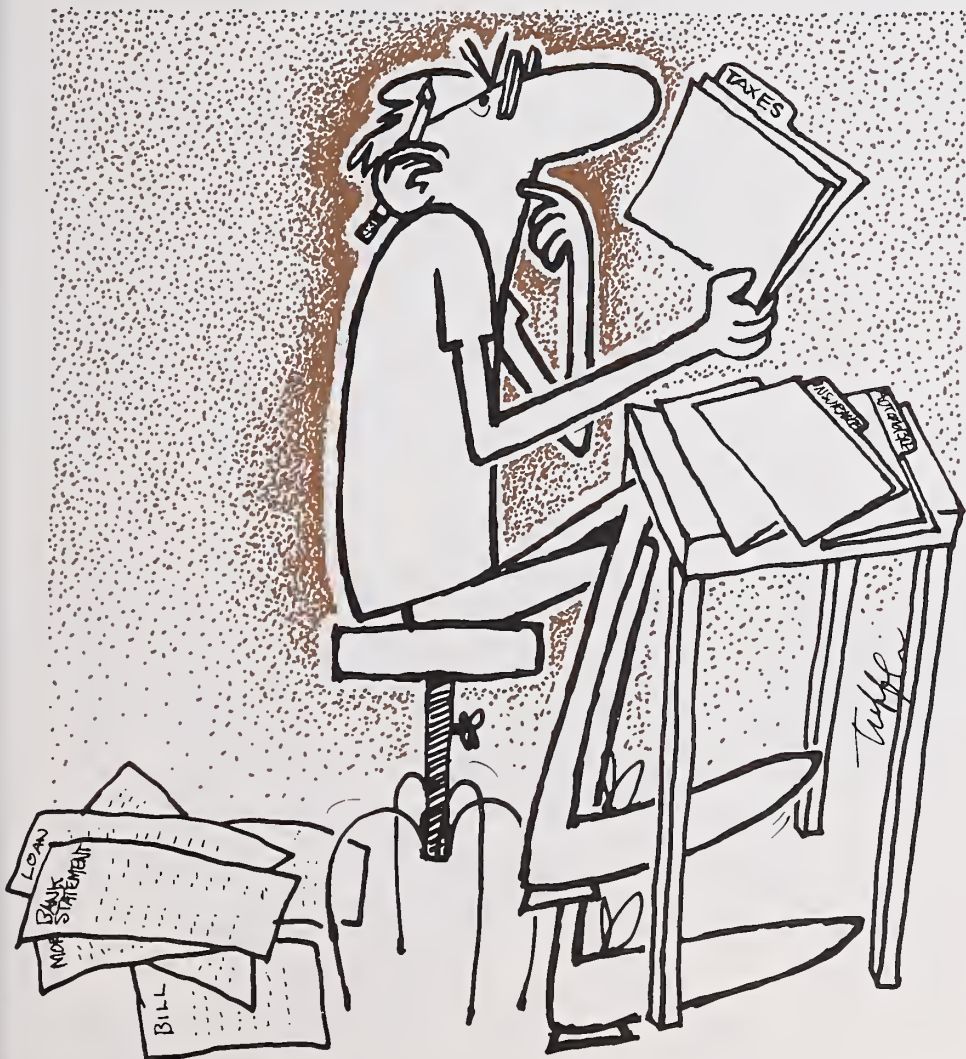
(Tax forms and relevant information for the past 10 years, and all canceled checks for the past seven years may be boxed and stored separately.)

## Folder 7—Guarantees & Warranties.

- Appliances.
- Receipts.
- Carpets.
- Repair instructions/information.
- Employment contract/information.
- Employment handbook/fringe benefits.

## Folder 8—Personal Background Information.

- Details of education.



# Managing your money

- Major professors and advisers.
- Job titles/employment records.
- Supervisors, titles, addresses.
- Resident records—past addresses.
- Copy of DD 398, Statement of Personal History.

## Folder 9—Credit Records.

- Resolution papers of past debts.
- Credit card names, account numbers, addresses and 800-telephone numbers.
- Forms for lost or stolen cards.

## Folder 10—Automobile Information.

- Details of auto insurance coverage.
- Auto insurance policy(ies).
- Records of accidents.
- Records concerning traffic violations.
- Receipt for auto registration.
- Records of auto repair/maintenance expenses.

## Folder 11—Health Insurance.

- Booklet/details of present coverage.
- Forms for making claims.
- Health histories of family members (list drug allergies, etc.).
- Copy of military health record.
- CHAMPUS information.

## Folder 12—Life Insurance.

- Insurance policies/information.
- Servicemen's Group Life Insurance (SGLI) information/papers.
- Employee group policy information/coverage.

## Folder 13—Dependents.

- Schools attended, dates, addresses, honors received, test results.
- Religious documentation.

## A safe deposit box: do you need one?

You probably do. It's a much safer storage location for more than just your jew-

elry. Once you have rented a drawer in the bank's vault, you can store the following items in it for safekeeping:

- Title to your automobile(s), plus related insurance papers.
- Social Security Numbers.
- Military discharge papers, DD 214:
- Marriage certificate, including dissolution papers from previous marriages.
- Deed to your home, plus other real estate deeds.
- Letter of last instructions.
- Securities, stocks and bonds.
- Original copy of your will, another copy being kept at home or aboard ship.
- Personal property inventory.
- Photographic negatives of your most highly valued items for insurance corroboration.
- Passport.
- Diplomas.

Keeping careful records is an important aspect of personal financial management. You might also include bank account information in your safe deposit box. If names, addresses and telephone numbers of your beneficiaries are not included in your will, list these in your safe deposit box. In addition, you could include your employer's name, address and telephone number, your accountant's name and telephone number, and those of your attorney and property and life insurance agents.

## Personal and family record keeping tips

### • Inventory.

In the event of a fire or theft, could you remember all of the valuables in your household and know exactly which things were missing?

If you don't have a household inventory, make a detailed list of all your household goods and personal belongings. Buy

an inventory checklist from a stationery store or make your own (see below). Room by room, make a list of items in your house or apartment. Sketch the arrangement of items in the room on a sheet of graph paper. Take several photos of the room with important items in plain view.

Update your household inventory regularly. Save all photos, receipts and appraisals. Store your inventory in a safe deposit box.

With a complete inventory and proper insurance coverage, you can file a claim quickly in the event of a loss and prove ownership in the event of a robbery. Your receipts and inventory offer documentation to your insurance company.

Replacement value insurance may cost more than a depreciated value policy, but in the event of a loss, your insurance coverage will be far better.

### • Homeowners.

Save all receipts for home improvements and landscaping. As a homeowner, you will get a one time, tax-free sum of money when you sell your house after age 55 (under present tax law). The sum will be larger if you have all receipts and can prove what you have spent over the years to improve your house.

Do you know how well you fared financially last year? If you have been concerned about your personal finances, why not prepare a personal or family income statement to help you evaluate the "financial business" of your household? Use an income statement to help you measure the financial position of your household.

Check the bottom line! You will see how the financial records you have organized and kept will help you determine your household income and expenditures, and it will show you how well you have done over the past year. □

## INVENTORY CHECKLIST FORMAT . . .

Room \_\_\_\_\_

Item	Quantity	Date of Purchase	Original Cost	Current Cost
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# Port visit: Puerto Cortes, Honduras

U.S. Sailors have always lent a helping hand where they could, and a recent port visit to Puerto Cortes, Honduras, by USS *Glover* (FF-1098) was no exception.

*Glover* had visited Puerto Cortes in August 1983 when the crew repainted the Manuel Bonillo Elementary School. But during a five-day visit late last year, the ship's crew became hosts, tourists, blood donors, friends, civic action volunteers and athletic competitors.

Forty-one orphans from the El Hogar Orphanage in Tegucigalpa boarded the ship for a tour and lunch. The children, who had been outfitted in professional looking uniforms by an American charity, put on

a musical show for the crew before departing with Project Handclasp Friendship packages.

Crewmen toured a nearby Spanish fort, then a local village to observe native customs and to participate in native dancing. One adventurous group, led by *Glover*'s "Field and Stream" representative, Chief Sonar Technician Milton W. Edgeworth, set off on a duck hunt in the wilderness. After a long day in the "bush," the hunters presented their catch to a local family.

Twenty-two volunteers gave blood, and two ship's officers developed a plan for the Honduran Naval Base to prevent the erosion of a poorly designed quaywall.

There was a challenge in renovating a local elementary school. Each day Chief Hull Technician David E. Headrick mustered volunteers with various skills. In spite of being hampered by a shortage of materials and unfavorable weather conditions, the school building was upgraded with carpentry, roof and electrical repair; outlet installation and painting.

Project Handclasp materials and various salvage items including desks and chairs, three bales of lightweight clothing, 5,600 packs of flower and vegetable seeds, 1,440 disposable diapers and eight large boxes of soap were delivered to local representatives and Honduran naval personnel for distribution to various day care centers, schools and homes in surrounding villages.

Crew members battled Honduran navy members in volleyball, and the ship's basketball team narrowly conceded defeat in two matches against the Honduran second place national team. An eight kilometer "mini" marathon through the streets of Puerto Cortes drew participation from *Glover* crewmen and local people.

*Glover* crewmembers completed civic actions projects, made new friends and enjoyed a few relaxing days.

*Glover* is homeported in Norfolk. □



Top: YNSN Gerald Pacelli teaches Honduran children a game. Left: HTFN Michael W. Morris repairs a balcony floor.

# Felled by terrorists, a

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*"Robert Dean Stethem was killed by criminals...because...he was a member of the armed services of the United States of America."*

*—George Bush*

*Vice President of the United States of America*

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As a member of the Norfolk-based Underwater Construction Team 1, Steelworker 2nd Class (Diver) Robert Dean Stethem had just completed an underwater construction job in Nea Makri, Greece. He was on his way home when terrorists hijacked his flight. Because he was an American serviceman, he was singled out and brutally beaten, then killed.

On June 20, 1985, "Robbie" Stethem came home. The nation joined grieving family and friends to pay tribute to the 23-year-old sailor whose life was taken by terrorists.



Top across: Stethem arrives at Andrews Air Force Base, Md. Tearful shipmates and friends at the gravesite in Arlington National Cemetery. Bottom across: Brothers Kenneth (saluting) and Patrick prepare to follow the casket to the burial site. The flag is folded for presentation. Commodore F.G. Kelley, deputy chief of civil engineers, presents the flag to the Stethem family.



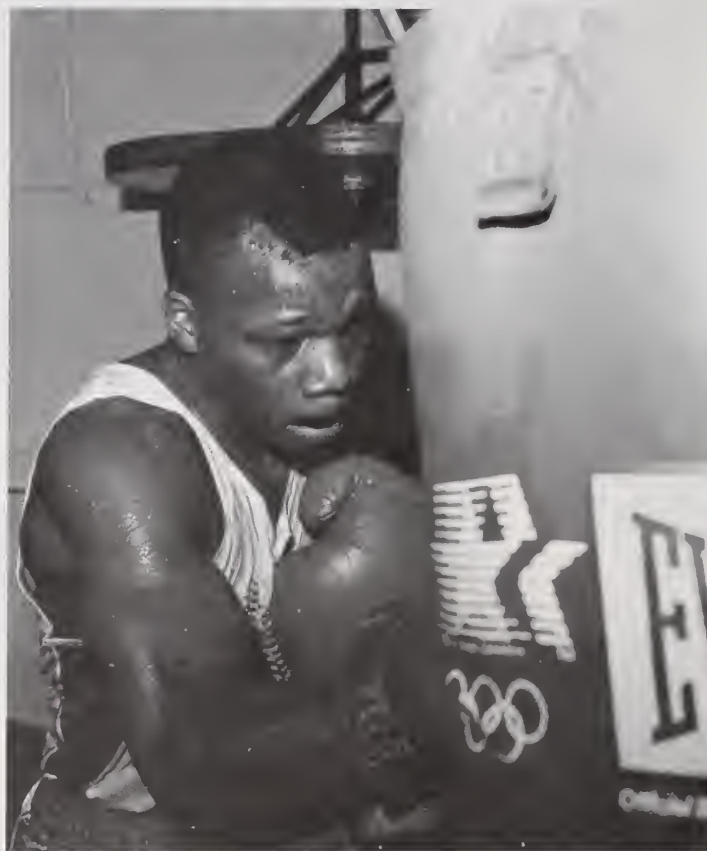


# shipmate comes home



Photos by JOC(SW) Fred J. Klinkenberger Jr.

*You've come this far.  
Sweat pours down your chest and arms and  
puddles on the blood-stained canvas beneath  
your shoes.  
But you don't notice.  
All you see is a 155-pound man holding his  
glove-wrapped fists at eye level, arms cocked to  
his chest like a stretched rubberband ready to  
fly.  
But his obvious threat doesn't anger you. It's  
his eyes. His eyes say he's going to hurt you.  
Bad.  
Your forehead wrinkles and you frown. He  
thinks he can beat you—but you're the champ.  
Your eyes glaze over; a movie once called it  
having "The Eye of the Tiger." It's the eyes all  
champions have in the ring, and it's just the  
edge you need. Round by round, punch by  
punch, you pummel this man into the ropes or  
onto the canvas.  
With each blow, you feel his bones grind  
against each other, and you feel his muscled  
flesh give way to your onslaught.  
With a final slap of padded leather against hu-  
man jaw, it's over and you have won . . . again.  
Your name is Tyrone Gaynor, and you're  
damned good at what you do.*



# I don't like to lose

Story by JO2 Steve Kimball

Ship's Serviceman 2nd Class Tyrone L. Gaynor is probably the nicest guy you'll ever meet in the Navy. But don't ever cross him in the boxing ring, unless you want to end up like 112 other guys who tried to beat him. (Only four of those boxers won, and then only by decision.)

Gaynor is more than just an average boxer. He has been the best in the Navy since 1981. He's *the* all-Navy boxer. He's a champion.

Gaynor has been assigned to the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) since September 1983, but has spent most of his time on the road in international boxing meets or at the all-Navy boxing camp.

For the 3½ months he has been aboard, he has worked in the *Nimitz* supply department. During his free time he has been teaching other *Nimitz* crewmen how to box and defend themselves.

And the Navy is not all he's had time for. He's married and has two children at home.

"My wife's been behind me a thousand percent," he said. "When I'm too tired to get up in the morning, she pushes me out of bed and pumps me up for the day's workout. . . . In fact, she wants me to teach *her* how to box!"

Gaynor's boxing career has been so successful that he is rated one of the 10 best boxers in the United States in his



weight class, and he trained with the 1984 U.S. Olympic boxing team.

As a prospect for the Olympics, Gaynor was invited to contend in the Eastern Olympic Trials at Lake Placid, N.Y. He won a few and lost a few, and he ended up not getting a seat on the team.

"I was a little down after finding out that I wasn't going to the Olympics, especially after working so hard for it. But I brought myself up and later went on to win the Washington, D.C., Golden Gloves Award."

Later, at two international meets, he beat the Korean Olympic boxer and the Puerto Rican Olympian.

Gaynor is from the housing projects of Newark, N.J., where the code was "fight or get beat up" for most of his younger years.

"One time, when I was about 11 years old," he said, "I went up against one of

the more popular bullies of the neighborhood—and came out on top. After that, I figured that I didn't have to take that kind of stuff anymore, but I wasn't really serious about boxing."

Gaynor's boxing career came about after he finished boot camp in 1976. He was stationed on the USS *Forrestal* (CV 59) where he met the all-Navy boxing coach through a friend.

"I never had a dream about becoming a boxer, I just got caught up in it," he said. "But now I've been places with the team that I'd never been able to go to before, and the team has brought me lots of respect."

Gaynor's all-Navy boxing matches have pitted him against Soviet, Cuban, Irish, British and French fighters. He won the bronze medal at the 5th President's Cup in 1981. At the "Military Olympics" in Algeria, he dropped the Algerian favorite

in the second round to become the free-world military boxing champion.

"The all-Navy boxing team even sent me to the best Olympic training centers to prepare for the international matches," he said. "When I'm in another country's boxing ring, I'm not just a boxer, I'm a sailor in the U.S. Navy and an ambassador for the United States."

What's Gaynor's "hook"?

"Well, I've got a good mental attitude; that's why I win. My edge is being able to change attitudes when the opponent is trying to stare me down.

"I don't like to lose." □

*Kimball is assigned to USS Nimitz (CVN 68).*

**All-Navy boxer Gaynor works out.**



# No compromise in quality for Jesse L. Brown crew

Story and photos by JO1 James P. Woodworth



USS *Jesse L. Brown* (FF 1089) may not be the Waldorf Astoria or the *Love Boat*, but it is home for 260 sailors. And it's now a better home.

The frigate completed an eight-month overhaul at the General Ship Corporation, East Boston, and returned to its Charleston, S.C., home port earlier this year.

*Jesse L. Brown* had an \$8.7 million fixed-price contract for overhaul work, but a project done for only a fraction of that cost may have received more personal labor and care during the ship's stay in New England.

That project is part of the Naval Sea Systems Command habitability improvement self-help program. It is funded by type commanders and is designed to save the Navy millions of dollars and to help foster morale among Navy ships' crews by having sailors rehabilitate their own berthing and sanitary spaces.

The program was put into action in 1975 after studies showed that retention and morale were adversely affected by poor living and sanitary conditions aboard Navy ships.

Such a project involves a lot of skill and care on the part of the people actually performing the work. On *Jesse L. Brown* those skills were not readily available among the crew members and they needed a plan of action to get the project started.

Left: EN1 Clinton Taylor and STC Robert Overkott inspect newly-installed ventilation ducts.





Left: The ship's lounge before a future renovation. Below: STSN Eugene Carson checks the base for a set of bunks. Bottom: Jesse L. Brown during overhaul.



So, a special team of 26 sailors from different divisions was hand-picked.

"We took a sonarman and made him a temporary welder while a deck seaman learned to install lagging and ventilation, and a machinist's mate learned how to tile," said Chief Sonar Technician Robert J. Overkott, division officer for *Jesse L. Brown's* habitability team. "Most of the men had never dealt with the kind of work they had to do on the 'hab team'."

The team, once selected, had to rehabilitate six berthing and four sanitary spaces, and convert another space into overflow enlisted berthing. All the spaces marked for the project had deteriorated from years of use and had to be gutted and restored. New bunks, sanitary fixtures and ventilation had to be installed in less than eight months at minimum cost.

"Probably the biggest hurdle we had to jump was the massive coordination required to get the project off the ground. None of us had ever dealt with this kind of program before, so we were in constant contact with NavSea, ComNavSurfLant (Commander, Naval Surface Force, U.S. Atlantic Fleet) and individual civilian contractors," Lt. Cmdr. William E. Organek, ship's executive officer, said. "We had to learn as we progressed."

Training was also a problem, but not for long. Three technical representatives trained crewmen in electrical, plumbing and sheet metal work. The tech reps worked with the habitability team throughout the project.

Mess Specialist Seaman Anthony A. Ward was one member of the team. "I had to put new bunks together and lay tile, something I never would have been able to do without assistance from the tech reps," Ward said. "I know enough about it now to do this kind of work on the side."

Engineman 1st Class Clinton Taylor Jr., leading petty officer for the team, saw another problem. "We were a good distance





from any major naval activity, so getting tools and parts was a big problem," he remembered. "We were resourceful enough to make our own tools when we had to and still stay within safety restrictions."

Other problems, such as schedule conflicts with the civilian shipyard and keeping team members proficient in their regular rates, were overcome. Fifteen-hour work days were not uncommon during the rehabilitation. "We had lots of confidence in our own abilities," said Overkott. "These men got through this on pride."

The *Jesse L. Brown* crew did 'get through' the rehabilitation with remarkable results. "The sanitary spaces are hotel-like," said Organek. "The hab team has a lot to be proud of."

"The crew definitely appreciates the work we did," said Ward. "I think everyone will treat the spaces with more respect now."

Sonar Technician Seaman Eugene Carson, who did much of the welding and brazing work on the rehabilitated spaces, agreed. "The crew will treat the spaces well, because they know the work was



done by shipmates."

Taylor had similar thoughts. "We have to use the facilities and sleep on the bunks we installed, so we naturally put in a maximum effort to do it right. This is a real morale booster."

Those sentiments were echoed by the NavSea habitability self-help program manager, Gene Lenander. "Since this program started in 1975, we've seen less vandalism aboard Navy ships," Lenander said from his office in Washington, D.C. "It brings crews together since workers

are taken from every division aboard the ships. The sailors get a real sense of ownership and pride."

Aboard *Jesse L. Brown*, the crew liked the idea of rehabilitating their own spaces so much that they requested and were given approval to rehabilitate the crew's lounge.

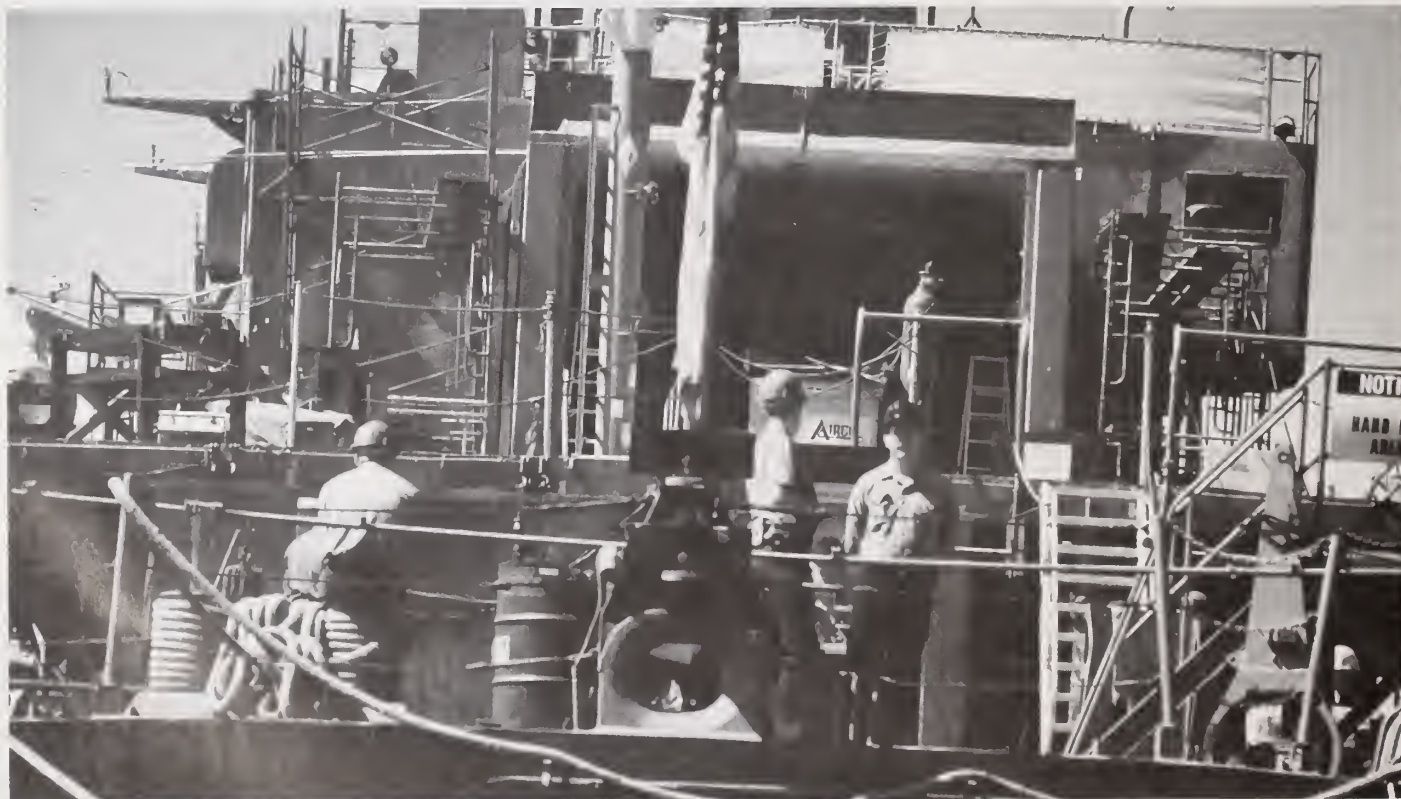
"We can do the work on the lounge for half the money a contractor would want," said Overkott.

Safety was a paramount consideration aboard *Jesse L. Brown*. "We went through the entire operation without a single injury, and we didn't lose a single tool," said Overkott. "The LPO and I held safety inspections daily."

The NavSea habitability self-help program has saved the Navy more than 300 percent on the cost of rehabilitating living spaces aboard Navy ships.

"With the skills picked up here," said Organek, "our hab team could do the same work on any ship in the Navy. There is no compromise in quality, and the affect on morale is well worth it." □

*Woodworth is assigned to NavInfo New England, Boston.*





# Former Turkish sailor becomes U.S. Navy officer

Story by JO1 Brenda Starkey

He was a Turkish navy enlisted man. Now he's a U.S. naval officer.

Ensign Ozkan Ozkosar, an Istanbul native, resigned from the Turkish navy in 1971 after marrying the former Madeline Talerico of Hepzibah, W. Va. Three years later, he followed his childhood dream and enlisted in the U.S. Navy.

"When I was a boy, I used to go to the U.S. Embassy and get passes so I could visit the American carriers," Ozkosar, the son of a retired shoemaker, said.

"Two years ago when my ship went to Turkey, my father was waiting on the pier, and I was in the United States Navy."

Vice Adm. Henry C. Mustin, now commander of the U.S. 2nd Fleet, said he's been impressed by Ozkosar for some time.

The new ensign was a machinist's mate second class aboard USS *Barry* (DD 933) based in Athens, Greece, in 1974.

"I watched Ozkan put the engine room of *Barry* back on line in six months. The propulsion examining board inspected the engine room and said it was the best they'd ever seen. *Barry* won the Arleigh Burke Trophy for the most improved ship," Mustin said.

"At the same time, Ozkan was learning to speak, read and write English so he could pass the first class exam, which he did," Mustin added.

Ozkosar became an American citizen in 1976. He said his performance is the result of patriotism for his new country. "The main reason I'm successful in the U.S. Navy is because of my background. Where I come from, there are not many opportunities, but here there are many opportunities open to everybody. I don't take these opportunities for granted."

Ozkosar, commissioned under the Navy's limited duty officer program, now is

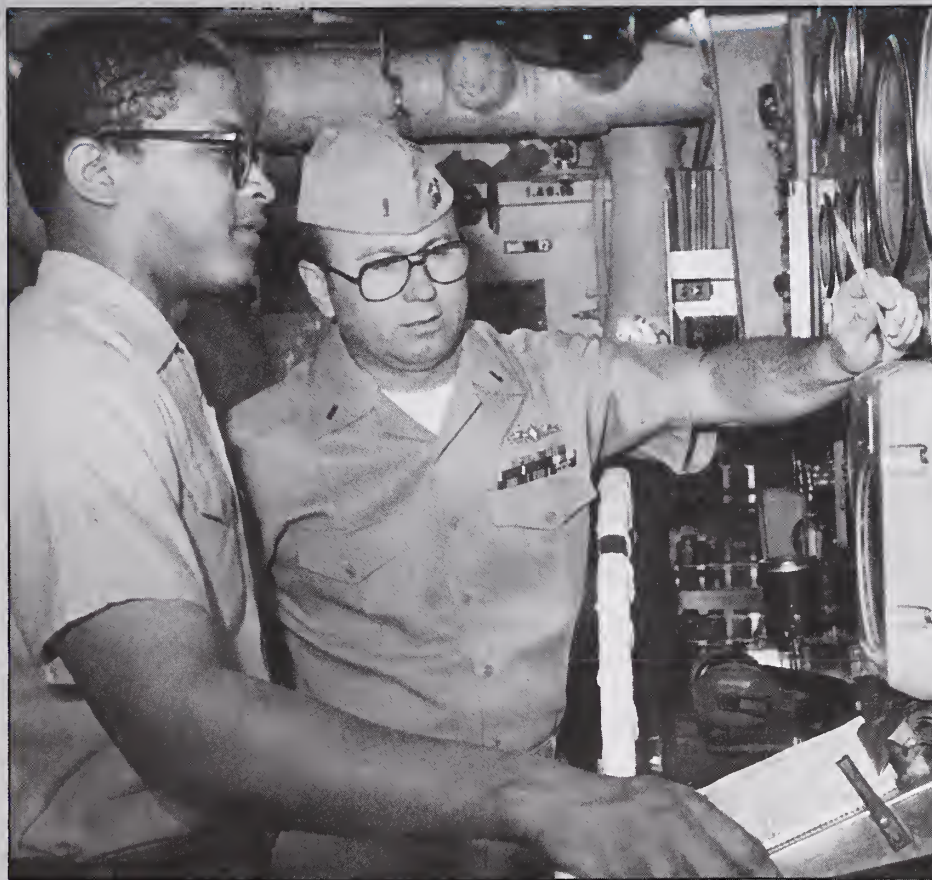


Photo by PH2 Don Koralewski

machinery division officer aboard USS *Biddle* (CG 34) and supervises 32 men who man the ship's two engine rooms.

He received two promotions this year: first, he was promoted to senior chief, then he was selected as an officer candidate.

He plans to remain on active duty until his body tells him it's tired. Then, he said, he'll retire to Clarksburg, W. Va., and probably do volunteer work.

"It's a small community. There are farms, green trees, fishing, hunting—it's a gorgeous place with nice people," he said.

**Above: Ensign Ozkan Ozkosar checks systems procedures with a machinist's mate in *Biddle's* engine room.**

He has no immediate goals other than to do his job in the Navy. "My major goal was becoming an officer," he said. "I have no goals now, but you can set goals every day. Whenever I see an opportunity, whenever there's an open door, I go in."

Ozkosar is scheduled to report to the aircraft carrier USS *Independence* (CV 62) in November. □

Starkey is assigned to the Navy Public Affairs Center, Norfolk.



# USS NIMITZ

Where teamwork  
is a tradition





Silence envelops the awesome warship as its enormous bow knifes gently through the water. Below decks, men begin to stir. Some rise from their cups of coffee or card games, and others end their catnaps. The stillness of the flight deck belies the frenetic pace to come.

Flight operations are beginning aboard USS *Nimitz* (CVN 68); they will last for more than 36 grueling hours. Each cycle—launch and recovery—is precision choreography.

From the forward catwalks, figures clad in colored jerseys—yellow, brown, green, red, white and purple—emerge from the skin of the ship. First one, then two, then a dozen figures scurry about the flight deck, readying surveillance, fighter and attack aircraft for launching.

The silence is broken.

A cacaphony of voices begins. Chiefs and leading petty officers bark orders. Aircraft and the flight deck are prepared for the launch cycle. Men reel out fuel hoses from the catwalks to top off aircraft with JP-5, a volatile mixture consisting primarily of nitroglycerine and kerosene. Small, powerful “tractors”—hooked up to the planes with tow bars and used to position aircraft before the pilots turn up their engines—are revved. Cranials (protective headgear), goggles and life vests are checked, for the second or third time. Here, repetition and safety go hand in hand.

Bomb release racks and ordnance are attached to aircraft spotted on the flight deck. Deck-edge elevators ascend from



the hangar deck, laden with aircraft and ordnance. The air boss barks out orders over the flight deck 5MC. One of the first orders is for a FOD (foreign object damage) walkdown.

Men line up abreast, the width of the flight deck and three or four deep, and walk the length of the deck, checking for loose objects that could be sucked into an aircraft's engine. Even a discarded gum wrapper could spell disaster, or minimally, long hours of repair by maintenance crews.

The two launch "bubbles"—manned modules—are raised from below decks. One is located on the port side by the outboard waist catapult; the other is forward amidships between the cats. It is from here that the planes are actually shot off the ship.

Pilots filter out of the ready rooms to preflight and man their aircraft. The plane guard helicopter is launched. The sound of flight deck activity is drowned out by the scream of jet engines as the first sortie is readied.

Then comes the launch. A plane is directed to taxi to one of *Nimitz's* four catapults. Just aft of each cat, a steel shield



rises up to deflect the deadly blast and heat from jet exhaust. A sailor runs to the aircraft's nose gear, ensures it and the catapult's toe-and-nosewheel assembly are properly "married" for the cat shot, then runs away with the "thumbs up" sign held high.

The pilot turns up his engines, briefly checks his instrument panel, and salutes the catapult officer in the launch bubble to indicate "ready." A force 12 times his

body weight presses the pilot into his seat, and the aircraft is airborne.

The sequence continues until all aircraft flying this mission are launched. The sequence will recur every 90 minutes for the next day and a half.

Other members of the *Nimitz* team man their stations in support of the ship's air wing and its mission. From the signal bridge, towering 11 decks above the main deck, to the engineering spaces deep within





Photo courtesy of USS Nimitz



the bowels of *Nimitz*, men and steel merge to become a single fighting machine.

Before the vibrations of the first cat shot reverberate through the ship, below-decks sailors work with an alacrity characteristic of the buttons each crewmember wears: "*Nimitz* Teamwork—a Tradition."

Aboard this super carrier, each member of its 5,500-man crew thinks in terms of "we" and "us." It is this sort of motivation, this commitment, which the late

British Field Marshall, Sir Bernard Law Montgomery, must have witnessed when he said, "I am personally forced to conclude that the time will come when the major factor in the control of the seas will be air power."

Projecting that air power is what the *Nimitz* team is all about. No team member has the luxury of an eight-hour workday. The norm is 16.

The demands for perfection are gruel-

Clockwise from far top left: A plane captain polishes an F-14 Tomcat canopy; maintenance is performed on a jet engine; an A-6 Intruder pilot mans his aircraft for a sortie; the signal is "Go!" for launching a Tomcat from the forward starboard catapult; ordnance is moved into position for arming aircraft.





ing. It can be no less. Men must stand watches, service aircraft and constantly run drills. Battle readiness is not learned from a dust-collecting, shelf-stored technical manual or how-to guide.

When the ship's IMC public address system blares, "THIS IS A DRILL, THIS IS A DRILL! GENERAL QUARTERS! GENERAL QUARTERS! ALL HANDS MAN YOUR BATTLE STATIONS!" there is no time for idle gossip, for finishing that just-lit cigarette or gulping down that just-poured cup of stout Navy coffee.

If a sailor had just sat down for a few minutes of respite and an evening meal, it'll have to be eaten later—cold.

Such is the routine for the *Nimitz* sailor. He takes it in stride—the missed meals, the less than eight-hours-a-night sleep. Each man is an important player, an integral part of the team.

Below decks the teamwork goes on. The mess specialist prepares 800 rations for midrats—the midnight meal. That's a small ration. Rations for 3,000 are prepared for main meals served in one of *Nimitz's* two galleys.

The boiler technician mans the reboiler spaces and takes regular readings to ensure service, or "hotel" steam, is pro-



duced. This steam is needed for the galleys, showers and the ship's laundry. Then there's the machinist's mate who works in the oxygen/nitrogen production room. He produces nitrogen for aircraft hydraulic and weapons systems and the oxygen that the pilots breathe in flight.

Another *Nimitz* team member is the operations specialist in the combat direction

center (formerly known as combat information center, or CIC). He mans the Naval Tactical Data System—NTDS—radar console, keeps track of the ship's aircraft and other targets "painting a return" on his scope. Lit by eerie blue lights, his work space is filled with telephones, plotting boards, radar consoles and tables. It is there that the tactical action officer, or





several days. The long watches in CDC and in the ASW module are draining to even the most seasoned watchstander.

Another Nimitz sailor—sailor in the sense of one who sails—is the Marine Corps corporal who is part of the ship's Marine Detachment. These leather-necks—specially screened for shipboard duty—guard the ship's magazines. They are responsible for the weapons security onboard. That corporal may have to respond instantaneously to an intruder alert, and he just might do it in his skivvies. Security preservation has no dress code. When there is a shipboard security alert, other sailors had best stand fast and tightly against a bulkhead to “make a hole.” Responding and armed Marines don't have the time for “excuse me” or “would you please move.”

Seventy-four feet above the ship's water line, on the signal bridge, the signalman, or skivvy waver in the vernacular, mans his “big eyes” (high powered binoculars) and zeros in on any surface contacts to identify them. What nationality are they? Is a merchant vessel flying a distress signal? Is a vessel acting suspiciously? He also communicates with other ships via the powerful signal light or international

Clockwise from far top left: A view from “Vulture's row” into the aft starboard hangar bay during a weapons UNREP; as part of the weapons transfer, a helicopter lowers ordnance onto the aft flight deck; FTG1 David A. Hoover performs a radar adjustment on one of Nimitz's Phalanx close-in weapons systems; an Intruder is launched.

TAO, when directed by the commanding officer, would release the weapons in combat.

Next to CDC is the anti-submarine warfare module. Under the same blue light, aviation anti-submarine warfare operators scan their scopes, searching for friend or foe below the surface.

These men may not see daylight for





Photo courtesy of USS Nimitz



Photo courtesy of USS Nimitz



Photo courtesy of USS Nimitz

semaphore and flag hoists. He hoists signal pennants to tell nearby vessels that *Nimitz* is conducting flight operations, or is preparing for an alongside replenishment. He warns that they should maintain a safe distance.

About an hour and a half has now elapsed since flight ops began. On the flight deck another cycle begins, this time preparations for launch, and recovery of the aircraft from the earlier sortie. Again, the FOD walkdown.

For the recovery, the landing signals officer mans a small platform jutting out from the aft port flight deck. Telephone receiver in hand, he talks down the incoming jet. A sailor peers through binoculars at the incoming aircraft, sees it turn for the final approach to the rounddown, and makes sure all three wheels and the tailhook are down. "ALL FOUR DOWN!" he yells. The LSO quickly determines whether the deck is clear or fouled. He must ascertain that the pilot is making a proper approach angle. Digesting all this almost instantly, the LSO makes a decision and presses the button activating the bank of lights located off the port side, amidships. Green lights tell the pilot to come in for the trap, or arrested landing. Red is a wave off; the pilot will have to circle and come around again. The trap brings an aircraft coming in at a speed of



more than 140 knots (170 mph) to a dead stop within 300 feet. No gentle touchdown, then smooth rolling stop on a 3,000-foot runway here!

After the last recovery for an at-sea period, all hands turn to for field day. There is a zone inspection just before entering port, and the ship will be squared away. Gear is restowed, decks are stripped and

buffed to a sheen. Liberty uniforms are broken out and pressed, shoes are shined. Brightwork sparkles.

Before the sun rises on the day the ship drops anchor or prepares to tie up, deck gear is checked. Boatswain's mates ready the fo'c'stle for hours before the order is given to release one of the 30-ton anchors or to cast the 12-plus mooring lines to





Clockwise from far top left: Washing clothes for more than 5,500 sailors is a monumental task; Nimitz crew members work out in the weightlifting room; a mess cook kneads dough for some baked goodies; flight deck crew members await an aircraft recovery cycle; SM1 Jeffrey T. Budd hoists pennants during a general quarters drill; Nimitz sailors go on liberty in Fort Lauderdale, Fla.; an F-14 Tomcat approaches for a trap.

waiting, pier-side linehandlers. If anchoring, boat booms are readied and liberty launches are lowered into the water. The boatswain's mates don't go on the beach when liberty call is piped over the IMC. Maybe they'll be able to go ashore a few hours after their shipmates have left.

Such is life aboard *Nimitz*. What keeps the *Nimitz* sailor going?

Pride, a sense of purpose, they say—plus a nearly insatiable appetite for challenge.

Whatever it is, they get the job done in a spirit of professionalism and teamwork—a *Nimitz* tradition. □

—Story and photos by  
JOC(SW) Fred J. Klinkenberger Jr.

# Family Service Centers help worldwide

Story and photos by JO1 Jim Nankervis





At times, the Navy can be a trying experience. With all the moves, the long working hours and the family separations, Navy families have to steer delicately down a road riddled with potholes of domestic trouble.

To help its families travel that road, the Navy has established more than 60 Family Service Centers worldwide. "The goal of the centers is to enhance the quality of life for Navy families," Judy H. Hampton, deputy director, Family Service Center, Naval District Washington, said.

By enhancing the quality of life, according to Hampton, the Navy increases its combat readiness. "If a Navy member is dissatisfied at home, he might carry that dissatisfaction back to the Navy."

Family Service Centers were created in the 1970s. "The Navy did a survey . . . and found that people were leaving because they were not happy with military life. Retention was down, and military families were not having their needs met," said Cmdr. Allen M. Cross, director of Washington's Family Service Center.

"To combat the problems military families were facing, the Navy created the centers," Cross added.

One such center is located in Enterprise Hall, Anacostia Naval Station. It has about 15 constant referral and information programs and about 15-20 workshops a month. "Our programs range from income tax preparation to rape awareness," Hampton said.

"Our most popular workshops are assertiveness training, rape awareness and stress management. We also have about 300 service members a year come here to have their state and federal income tax forms done. Also, we will go to area commands and hold general military training on some of the same topics we teach in our workshops," Hampton explained.

Besides workshops, the family center offers short-term counseling. "People can get counseling for depression, stress, anxiety, marriage difficulties and children's behavioral problems. All of our counseling is free and confidential, and our coun-

selors are master's level (master's degree) and licensed," Cross said.

If a member comes to us for counseling," Cross said, "no one, not even the member's commanding officer, can get information about the member from us. There are three exceptions: suicide, homicide or child abuse. If a member comes to us with information about any of those three exceptions, we are required by law to report it."

Volunteers are a vital part of the family center, according to Cross. "Most of our volunteers are in the Parent-to-Parent Program. This is a community outreach program using trained volunteers to support parents of preschoolers.

"Volunteers, called 'home visitors,' make weekly visits to parents to share information about child development and child rearing," Cross said.

The family center also oversees the

Washington, D.C., Navy Ombudsmen Program. "We train the area ombudsmen. Twice a year we hold training courses for them. We also provide them with information to pass to their commands," Hampton said. Information about the center is also sent to each area command in the form of a monthly newsletter.

"The newsletter lists everything we have scheduled for the month. It also lists information on services provided by the surrounding communities," Cross said.

Cross said he sees the role of the family service centers increasing in the future. "More and more people are becoming aware of us. Navy members are now seeing that if they have a problem, they can come here for help. All they have to do is call (their local family service center) and ask for help." □

*Nankervis is assigned to the public affairs office, NAF Washington, D.C.*



**Judy Hampton, deputy director, Navy Family Service Center, Washington, D.C.**

# PROFILES

## of Navy instructors

Story by Lt. Cmdr. Janet Clement

Instructor duty is not traditionally "sought after" duty, but good instructors perform a vital service for the future U.S. Navy, according to Vice Adm. James A. Sagerholm, chief of Naval Education and Training. And the duty can be personally rewarding. Instructors acquire new skills, such as platform speaking and curriculum

development; many upgrade their education, and the duty prepares them for post-retirement teaching positions.

The following profiles of two instructors at Naval Air Station Pensacola, Fla., provide examples of the benefits. And there is the added challenge of passing on skills to people the instructors will be later

working with aboard ships or at shore stations.

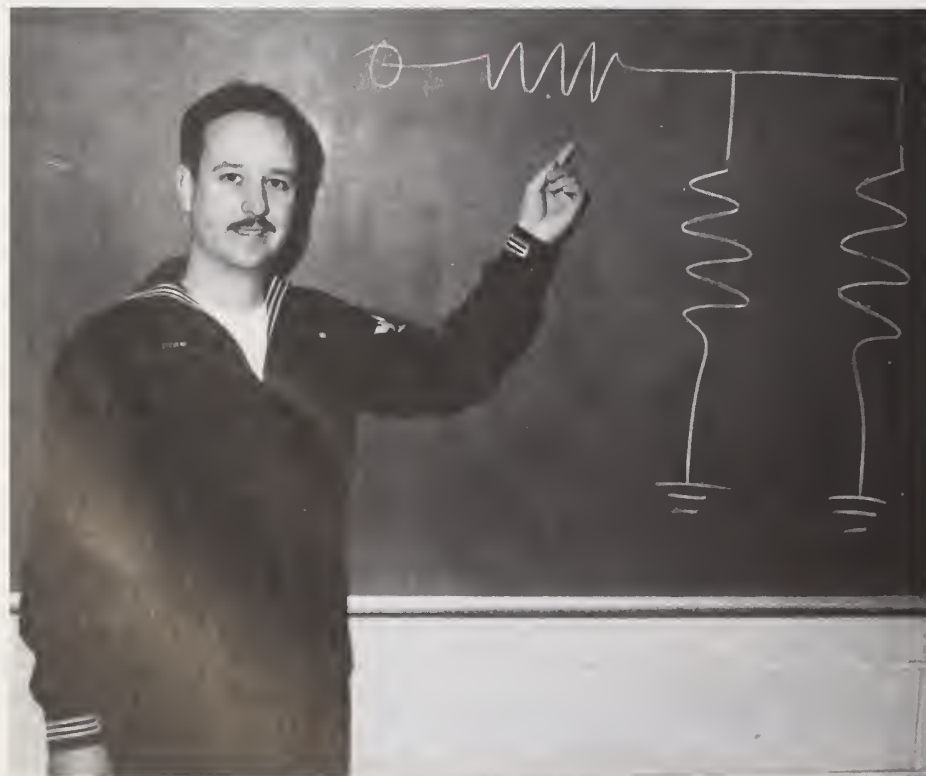
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Cryptologic Technician (Maintenance) 1st Class Michael A. Stevens and Lt. Kevin S. Lyles view their teaching assignments with Naval Education and Training as good duty. Not only do they enjoy their career enhancing jobs, they find their Pensacola duty station has a lot to offer—water recreation, low cost living, cultural events and an opportunity to continue their educations.

Stevens, Corry Station's Naval Technical Training Center 1984 Sailor of the Year, likes his job so well that after a 2½-year assignment, he signed on for another 1½ years. The 31-year-old petty officer, whose wife Susan also is a CTM1 in Corry's curriculum department, teaches preventive maintenance technology for the electronic warfare, electronics technician and CTM "A" school at the Consolidated Navy Electronic Warfare School.

His students—in a class of 22, with an average age of 19—have just completed boot camp and the basic electricity and electronics school in Orlando, Fla. They are at Corry to learn the fundamentals of transistor, vacuum and receiver theory and power supply.

Stevens said that the material is new to most of them and that there is "a definite





moment when a light goes on and they grasp exactly how something works. That's exciting."

Stevens' boss, Senior Chief Electronics Warfare Technician David L. Forrest said, "He's an extremely dedicated instructor. There's never a time when he won't stop what he is doing to help a student, even if it's after hours."

Stevens applied for instructor duty at Corry while stationed at the Naval Security Group Activity, Edzell, Scotland, because "I'm a water type person. I love the beach. I also knew the locals accept sailors and the cost of living is low enough to afford a house—something out of our reach in the D.C. area."

After receiving his orders to Corry, Stevens was sent to instructor training in Millington, Tenn., for three weeks. There, he "taught" in front of video cameras and was critiqued by the class.

At Corry, he sat in on classes for two weeks and became familiar with the instructor's guide. When he felt ready, he began teaching one of the five different two-week sections. According to his students, "Stevens teaches in a way we understand. He comes down to our level."

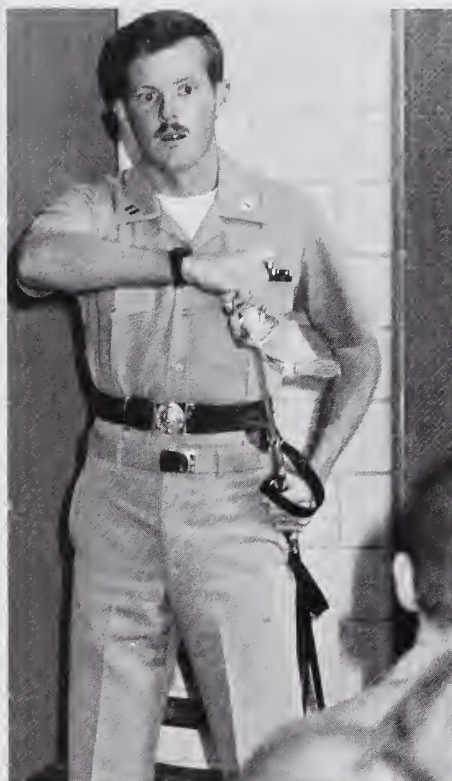
Stevens now handles all five sections. "At first it was very exciting; now it's comfortable and fun. I enjoy the challenge and the different personality of each class."

Instructors at Corry usually teach for four weeks, then have a two-week break. During the break, they may work on curriculum development, as Stevens does. Classes involve labs where students test the theories they learned in class. "Seeing things work makes believers out of them," said Stevens.

Like many of the instructors, Stevens is taking advantage of off-duty education opportunities. While in Pensacola, he completed his Bachelor of Applied Science in electronic management at Troy State and hopes to finish his Master of Science in management, equivalent to an MBA, before being reassigned.

Stevens, eligible to take the chief's test next year, plans to apply for a commission as a limited duty officer.

\* \* \*



Just down the road from Corry, Lyles is a class officer at the Naval Aviation Schools Command.

The red-haired A-6 bombardier-navigator said that teaching military law and being a class officer for aviation officer candidates was nowhere near the top of his wish list. "I wanted to be an instructor for an A-6 replacement squadron, or a VT-10 or VT-68 flight instructor. But now that I think back, this is probably the best move I've ever made in the Navy."

Lyles, 28, is from Clearwater, Fla. He was about to get out of the Navy when he reported for instructor duty.

"If I had gotten what I thought I wanted, I would have been spending a lot of time in a flight suit but not developing other skills." Instead he found working with warrant officers and AOCs immediately gratifying, and the experience taught him more about being a naval officer.

Before beginning his nine-month military law teaching stint in December 1982, he had three weeks of what he affectionately termed "Combat Public Speaking," where he got used to standing in front of a group.

**Opposite page: CTM1 Stevens teaches preventive maintenance technology at NTTC Cory Station. Left: As AOC class officer, Lt. Lyles' duties include teaching saber handling.**

"Now I don't think I'll ever be uncomfortable in that position again, even with captains and admirals, as long as I've mastered the other half of the battle—knowing my material. It really builds confidence in an individual."

As an AOC class officer, Lyles serves as a role model, in a position similar to a division officer. He sets the example. "Every time we inspect the candidates, they are inspecting us. We have to be above reproach in everything we do."

He serves as a counselor and adviser, explaining what students can expect and how they are graded, taking pride in helping train well qualified officers for the fleet—officers he may work with some time during his career.

While his role is primarily that of an adviser, meeting with the candidates before and after class, he does teach sword work and some leadership classes as well as rifle and physical training runs during the 14 weeks of classes.

In his 1½ years as class officer, for usually two classes at a time, he has commissioned seven classes—approximately 250 men and women. "Half the ensigns in town know me and often drop by to let me know how they are doing."

Another aspect of the job Lyles enjoys is working as a team with the drill instructors. "ACOS is a hard and challenging program. I have a lot of respect for those in it. It changes people from Caspar Milquetoast types to people who roar like tigers."

While at ACOS Lyles has completed his master's in management at Troy State. "I'd teach in one room and then just go down the hall for my class." Lyles said the best thing that happened to him in Pensacola was meeting his wife, Maria, an ensign who is in intelligence training in Denver. □

*Clement is assigned to the public affairs office, NAS Pensacola.*





# Survival gear PR's top priority

Story and photos by PH3 Terri McCabe

Aircrew Survival Equipmentman 1st Class Michael Giles pointed to these words displayed in the spacious paraloft, building 150: *Survival Gear PR's Top Priority.*

"We work by this rule," he said. "If there's any chance a pilot will not make it home, we don't take it, and I think many people do not realize the extent and the importance of the job we do."

Giles is a shop supervisor in the paraloft, the smallest division within Aircraft Intermediate Maintenance Department at Naval Air Station Lemoore, 40 miles south of Fresno, Calif.

Paraloft has three main workcenters: the packing deck, the rubber room and the oxygen component repair shop.

Paraloft runs a basic 24-hour service. Every afternoon a truck picks up gear scheduled for maintenance from each squadron and drops that gear off the next day.

"Maintenance of survival gear is our top priority, but not our only responsibility," said Giles.

"Although we still call ourselves parachute riggers, our rate is officially titled aircrew survival equipmentmen. Our job remains the same. We are responsible for the survival of a pilot or aircrewman after he ejects from an aircraft or a crash."

The packing deck checks all parachutes for every aircraft at Lemoore—approximately 350 chutes. The parachutes have to be unpacked, and more than 50 areas have to be checked and re-checked, before the chutes are repacked and returned to the squadrons. If any repairs or modifi-

cations need to be done, the job takes longer.

Each parachute has a life expectancy of one ejection. After it is used, it is taken to an investigation center where it is analyzed, and never used again.

"The paraloft also is the Navywide training center for packing the FA-18 parachute," said Senior Chief Aircrew Survival Equipmentman Robert Leonard, division officer. Leonard, a PR for 22 years, packed parachutes when most Navy air-

craft still had propellers.

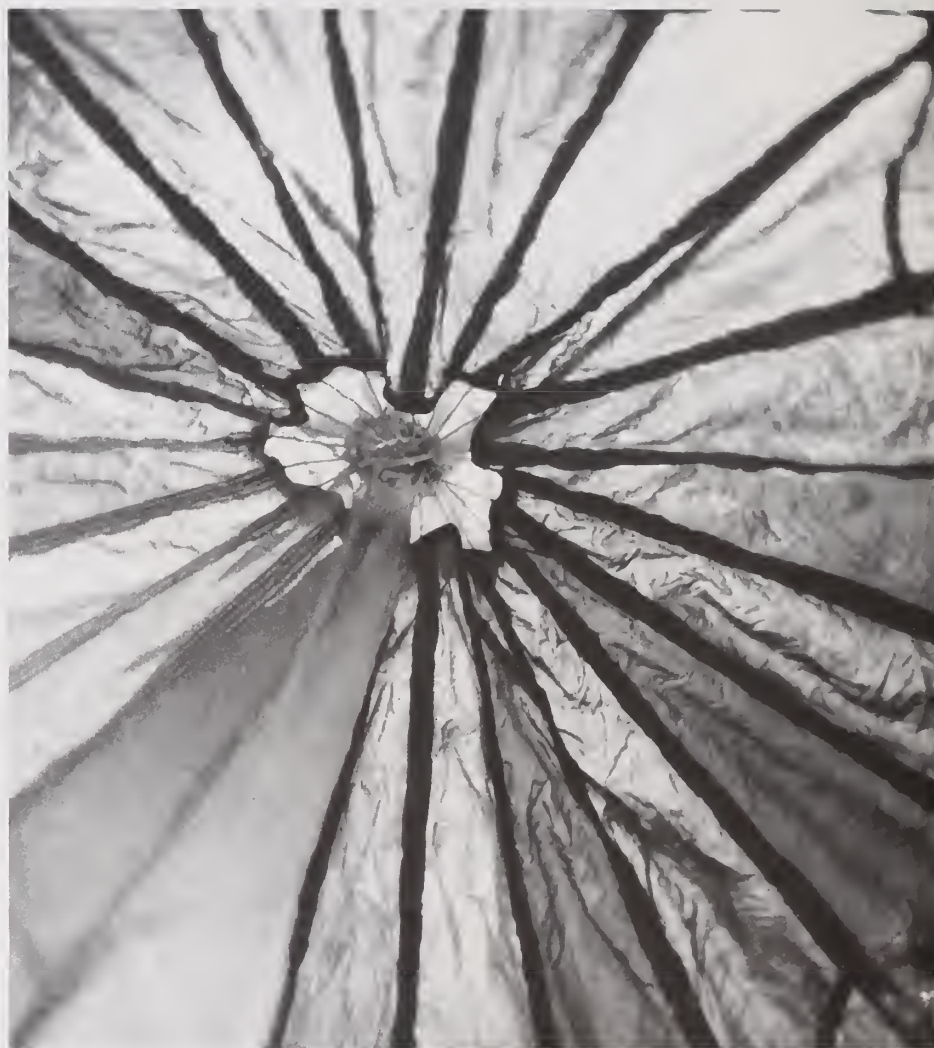
Survival vests, life rafts, life preservers, anti-exposure suits and inflation equipment are maintained in the rubber room.

Each item in a survival vest is routinely checked—and replaced if necessary. Each life preserver is inflated for hours, deflated and repacked. The form-fits inside helmets are fitted and poured in the rubber room. Any changes or modifications to survival gear are also done there.



Opposite page: PR2 Terri McClain repairs parachute ropes. Right: PRs measure parachute ropes to ensure proper length.

# Survival gear



In the oxygen component repair shop is wall to wall testing equipment. To work there, a PR must have on the job training and have attended oxygen school or an advance school.

"In this workcenter we maintain LOX converters. The converters contain liquid oxygen and convert it to breatheable oxygen for pilots. The converters are checked every 231 days," said Aviation Structural Mechanic 2nd Class John Stevenson, oxygen shop supervisor.

"The oxygen shop repairs and checks anything that has to do with a pilot's regular or emergency breathing systems."

**Left: (l to r) PR1 Tim Beringer, PRCS Robert Leonard and PR2 Jerry Chiles inspect a parachute before packing it. Above: Parachutist's view of parachute.**

In one corner of the paraloft are several sewing machines with stitch capabilities ranging from fine to durable. The machines are used for repairs or modifications. At times PRs are called upon to sew things like FA-18 structure covers or canopies over walkways and buildings.

"Our sewing abilities enable us to make anything if we have the proper material and blueprints," said Giles.

When any maintenance is finished, the work is checked by a collateral duty quality assurance representative before any equipment is returned to the squadrons.

Twenty people man the shop, including eight people temporarily assigned from squadrons. The PR rate is small, and camaraderie is unique.

"We really get along and help each other to help others," said Aircrew Survival Equipmentman 1st Class Marv Meissai. □



# To put old ghosts to rest

Story and photos by JO2 Lee Bosco

When Pharmacist's Mate 3rd Class Greg Emery went ashore during the first assault wave at Iwo Jima, he carried his Navy corpsman medical kit and a fear so real he could taste it.

That was 40 years ago, Feb. 19, 1945.

Emery returned to Iwo Jima that same date this year for the "Reunion of Honor."

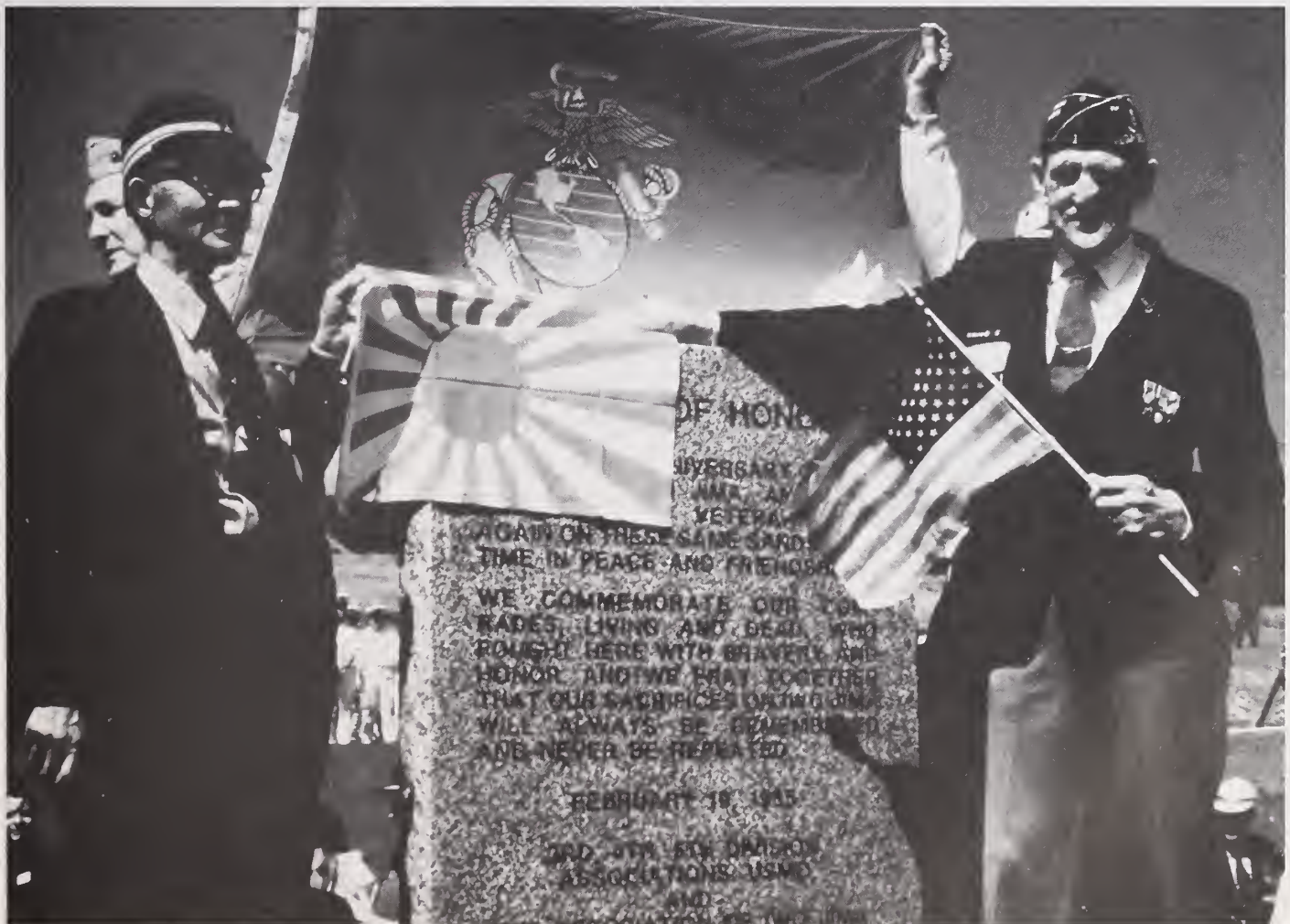
He went back to help dedicate a monument to his fallen comrades and enemies—and to put to rest the old ghosts that have haunted his dreams for four decades.

"I was a corpsman. It was my job to save the lives of the ones sent here to take other people's lives. And, mister, they kept

me busy. Everywhere I looked I saw nothing but wounded men, brave men," Emery said as he knelt on the sands of Iwo Jima.

His hands trembled as he scooped some

**Two men, who 40 years ago were mortal enemies, hold the flags of their countries at the monument dedicated to their bravery.**





# Ghosts



THE AMERICAN WHO  
FELL HERE IN COMMON  
COURAGE WILL BE  
DEDICATED TO THOSE WHO FIGHT  
BY THE JAPANESE COMMAND AT  
THE SITE OF THE JAPANESE.

1 FEBRUARY 1945  
OLD GLORY WAS RAISED ON  
THIS SITE BY MEMBERS  
OF THE 2nd Bn 28th Regt  
FIFTH MARINE DIVISION

of the sand into a peanut jar, and tears welled in his eyes. His face, lined with age, showed his struggle to hold back his emotions as he spoke of the special meaning the small jar held.

"You know, I brought this bottle back to Iwo. I had it during my time on this island.

"When I left here, this bottle was full of sand. This time when I leave, it will be full of sand again.

"This island is the most expensive piece of real estate ever purchased. The 3rd, 4th and 5th division Marines paid for it with their lives. My brother-in-law was one of the guys who bought this island."

Six thousand Americans and 15,000 Japanese were killed on that eight-square-mile island; 19,000 Americans and 1,000 Japanese were wounded in the 20-day fighting.

Emery said his wife's brother was one of those who died on that beach Feb. 19, 40 years ago. He was taking the sand home to be sprinkled on his brother-in-law's grave.

Although Emery lost someone on Iwo Jima, he also found someone.

Norman Ostrowski, his hair now gray and shoulders slightly stooped, was a corpsman with the 5th Marine Division, same as Emery. They had known each other, but weren't really close.

"Iwo changed that. After that battle we were 'thick as thieves,'" Ostrowski said.



"The things that we saw and experienced together had an effect on us that will last the rest of our lives. We kept in close contact over the years and visit each other all the time. Once you go through something like that, you can never forget it."

Emery and Ostrowski stood together for the American and Japanese national anthems at the memorial dedication ceremony.

The sound of surf, just yards away, pounded into the black sand as Japanese military men spoke of the "dogged determination of the American Marines" and American military men spoke in wonder of the tenacity of the Japanese fighters.

As the monument was unveiled, the veterans inched in closer to read the inscription. In English, on the side that faces the treacherous beach, the monument commemorates the men, living and dead,



who fought on Iwo Jima. Carved into the granite is a prayer—that mankind always remember the sacrifices made on the island and that those sacrifices never have to be repeated.

On the side facing inland, the same inscription is in Japanese.

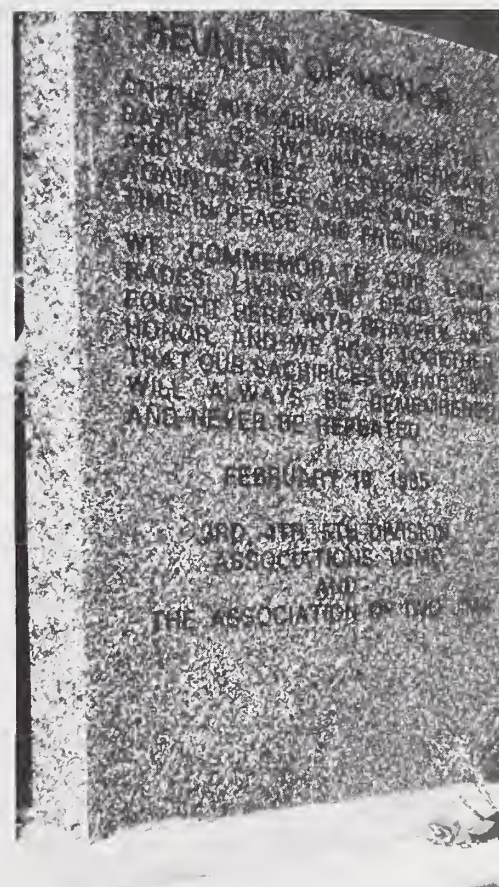
Emery and Ostrowski moved into the crowd that had gathered at the base of the monument. American veterans and Japanese survivors of the battle mingled and consoled one another.

"All during the ceremony I scanned the crowd of Japanese survivors," Emery said. "I was hoping to find the face of a Japanese soldier that I administered first aid to.

"He wasn't there. A lot of time has passed . . . he may not be alive."

After the ceremony, the men and a sprinkling of widows and other relatives explored the barren island of volcanic rock and ash. They visited Hospital Cave and walked along Shipwreck Beach. By early afternoon Emery and Ostrowski found





themselves atop Mount Suribachi.

The two men had witnessed the U.S. flag raising immortalized in photograph and sculpture.

"This place holds the most emotion for me," Emery said. "What happened here set the tone for the rest of my life. The sense of pride that I felt when they raised 'Old Glory' has never been topped by any emotion that I've felt since."

Ostrowski called the flag raising one of the happiest moments in his life.

"Seeing that flag going up made me think that we were going to take this island—we were really going to do it," Ostrowski said. "It gave me a sense of relief and accomplishment. I know that everybody fought harder after that."

"It was like a shot of adrenalin."

As the sun set behind Mount Suribachi, the two made their way down the mountain. The final event of the day—the event they had waited 40 years for—was a gathering on Requiem Hill. Men who had once exchanged bullets and bombs in battle now

exchanged addresses and farewells.

"The thing about Iwo Jima was that the whole time I was here I was never sure that I would get away alive," Ostrowski said. "But once I got home, I knew that if I ever got the chance, I would return."

"I had to come back," he said. "I came here the first time as a kid and left as a man. I wanted to see if this place had changed as much as I had in the time that's slipped by."

"The island hasn't changed . . . only the people who fought here—and survived."

When Greg Emery boarded the Marine Corps C-130 aircraft that once again took him from Iwo Jima, he carried with him a jar of black sand and a sense of fulfillment.

"I did what I needed to do. I took earth from Iwo Jima during war, and now during peace."

"Now—maybe—I can rest a little easier. I've kept a promise that I made to myself a long, long time ago." □

**Widows and survivors remember and pay tribute at the dedication ceremony.**

*Bosco is assigned to the 7th FltPAREp, Subic Bay, R.P.*



# 'First and formidable' fixes school

Story and photos by JO1 Larry J. Basham

The "First and Formidable" AEGIS cruiser USS *Ticonderoga* (CG 47) did something very nice. Something that might not be expected of a warship when it pulls into what would otherwise be just another liberty port that salty sailors tell sea stories about. The crew of the cruiser can tell a different kind of story about their visit to Colon, Panama: the story of *Ticonderoga* sailors using Navy skills and materials to help restore a rundown schoolhouse in a typical Panamanian neighborhood.

The school's name is Manuel U. Ayarza. A taxi trip to it would cost about \$2 more than a quick trip to downtown Colon stores and bars. Of course, *Ticonderoga's* volunteers didn't take taxis—they rode in trucks hauling materials.

Master Chief Signalman Alexander M. Jeffers, command master chief, guided the Civic Action project like a construction foreman.

"At first," Jeffers said, "we had no idea of what it consisted of . . . only that some wiring and plumbing would be necessary. I took two senior electricians and a senior hull technician with me to visit the site.

"We found a three-story building that was pitiful. Inside, it had hardly any lighting. To say it needed plumbing was an understatement—it had no plumbing at all. It seemed like it had been neglected for years."

From across the large field where children played, the school's exterior didn't

show the full story of the dilapidated interior that was the focus of the *Ticonderoga* work crew.

Some crewmen applied 65 gallons of paint; others cleaned debris from classrooms; a yeoman worked with a sea of chairs in the schoolyard; a chief welded the metal gates at the top of steps leading from the street.

Most of the Panamanians spoke Spanish and some English. The school's director, Gilma Rodrigues, for whom a teacher translated, said, "I requested assistance after the (Panamanian school authorities) promised to fix the school . . . but not until the (seasonal, national) carnival was over."

*Ticonderoga's* help meant the students could enjoy a more pleasant learning environment much sooner than would have been possible.

For the volunteers, curious stares of parents and children passing by seemed more than casual observation. "They've been really, really, looking," said Personnelman Seaman Terence A. McIntyre as he picked up a nail. "As they look at us work, they learn more about us (as Americans)."

Another crewman, Electrician's Mate Fireman Andrew P. Harris, who mounted florescent light fixtures on the ceiling, said the project ". . . Relaxes me. It makes me feel good within myself because it's doing good."

Curious Panamanian visitors wandered



in and out of the schoolyard and schoolrooms and saw the walls come alive with color and the rooms brighten with light fixtures.

"We gave them light," said Jeffers, "where they hadn't had any in more than a year. We gave them little boys' and girls' bathrooms that are now operative. We repaired the school's bell, which the school's director had never heard before."





Clockwise from left: PNSN Terence McIntyre hammers a desk together in the schoolyard; HTC Gregory Yale welds the schoolyard gate; FTM1 John Ricker paints a classroom ceiling; Principal Gilma Rodrigues (far left) and SMCM Alexander Jeffers (far right) discuss work plans with Panamanian officials.



To the children who peered in doors and through windows, their school, almost magically, looked reborn—and it was American sailors from the gray warship who gave so much of themselves. □

*Basham is assigned to the USS Ticonderoga (CG 47).*





# Bearings

## Swordfish returns to Manila

When the 7th Fleet submarine USS *Swordfish* (SSN 579) glided into Manila Bay last February, it was very different from the last time a submarine by that name visited the area.

It was the difference between peace and war and the difference between diesel power and nuclear energy.

The nuclear-powered submarine's recent visit to Manila was to give its crew a rest after operating and training with other 7th Fleet units in the Western Pacific.

The visit was the second time a nuclear-powered submarine had been to Manila. The first visit was about 15 years ago.

It had been far longer—more than 40 years—since a submarine named *Swordfish* had been in Manila Bay. That submarine, the diesel-powered USS *Swordfish* (SS 193), played a key role in the early days of World War II.

One of the most important missions of the old *Swordfish* was the evacuation of President Manuel Quezon, his family and other members of the Philippine Commonwealth government. With Luzon virtually cut off from the outside world by Japanese forces, they had taken refuge in the island fortress of Corregidor at the entrance to Manila Bay.

The handful of U.S. Navy submarines were too valuable to risk to Japanese attack during the day, so *Swordfish* spent the daylight hours of Feb. 19, 1942, resting on the bottom of Manila Bay.

After dark, the submarine surfaced, sailed to Corregidor, and took its passengers on board. *Swordfish* carried them to Panay where Quezon and the others were transferred to a surface ship for their dash to freedom in Australia.

*Swordfish* returned to "the Rock" to evacuate U.S. High Commissioner Francis B. Sayre and other senior government officials.

Commanded by then-Lt. Cmdr. Chester C. Smith, the submarine had a reputation for doing difficult jobs under nearly impossible conditions.

Among other things, it was credited with sinking the first Japanese ship during World War II, the merchant vessel *Atsutasan Maru*, on Dec. 16, 1941. *Swordfish* also took part evacuating other Filipinos and Americans, and getting supplies to the Allied forces opposing the Japanese.

*Swordfish* was lost at sea in January 1945, and is believed to have been the victim of a Japanese minefield off Okinawa.

The wartime *Swordfish*, commissioned in April 1939, was 310 feet long and had a submerged displacement of 2,340 tons. It had four 21-inch torpedo tubes in the bow and four in the stern,

plus a deck gun and several machine guns.

The nuclear-powered submarine that visited Manila 43 years later is 43 feet shorter, but has about the same displacement. It has six torpedo tubes forward and two aft, but no deck gun.

Surface speed of the two is similar—21 knots for the diesel submarine and 20-plus for the nuclear-powered version. But submerged, they are vastly different.

The World War II *Swordfish* operated on electric batteries when submerged. It could travel at about nine knots and remain under water only for a few hours before it had to surface to recharge batteries and replenish fresh air for the crew.

SSN 579, on the other hand, can cruise at more than 20 knots submerged. Its ability to remain under water is limited primarily by the food supply and endurance of the crew.

While the older *Swordfish* had a range of about 15,000 nautical miles, the nuclear version can travel more than 100,000 miles between refuelings.

Commissioned in September 1958, *Swordfish* was the third nuclear-powered submarine built for the U.S. Navy, and the first to operate in the Pacific Ocean. ■

—By JO1 John G. Bacheller  
7th Fleet PA Rep., Subic Bay, R.P.

## U.S. 2nd Fleet celebrates 35 years

The Navy's 2nd Fleet recently celebrated the 35th anniversary of its establishment as an operational command under the U.S. Atlantic Fleet.

Commander 2nd Fleet is primarily responsible for naval operations in the Atlantic, from pole to pole, extending from the coast of the United States to the shores of Europe and Africa, as well as in the waters of the Pacific Ocean

around South America.

As one of the Navy's four major fleets, composition of the 2nd Fleet reflects its wide capabilities as the major battle force in the Atlantic. This battle force is a mix of functional task forces, the attack carrier force, the sea control and surveillance force, the amphibious force and the mobile logistic support force.

A major responsibility of the fleet is training the battle force and groups in war skills. This is accomplished through

at-sea readiness and composite training exercises. In these exercises, submarine, air and surface units train as cohesive groups in offensive and defensive roles.

The number of ships and aircraft under the operational control of the 2nd Fleet depends on requirements, but can consist of as many as 70 ships and 300 aircraft.

The current commander of the U.S. 2nd Fleet is Vice Adm. Henry C. Mustin, and USS *Mount Whitney* (LCC 20) is his flagship. ■



## Navy's C-118 Liftmaster retired

One of the Navy's oldest transport aircraft was retired recently from military service at Naval Air Station Atlanta after three decades of flying military personnel and cargo worldwide.

The C-118 *Liftmaster*, also known as the DC-6, is a propeller-driven aircraft that has been the workhorse of Navy airlift for 33 years.

Originally bought from Douglas Aircraft Company, the first C-118 aircraft, bureau number 128424, was accepted by the Navy on Sept. 6, 1951, at Naval Air Station Moffett Field, Calif. It was the first Douglas production transport aircraft to adopt cabin pressurization.

In the last 15 years of the C-118's life, the aircraft has been used primarily



Photo by PH2 Steve Walden

ly by the Naval Air Reserve to fly active duty and reserve missions all over the world.

The last C-118, bureau number 131597, from Fleet Logistics Support Squadron 46 Atlanta, was flown to Davis Monthan Air Force Base, Tucson, Ariz. (the "Bone Yard") where it will be stored for future use, sold on the

open market or scrapped for metal.

Squadron personnel, who flew the C-118 won't have much time to mourn the loss of their last aircraft—they'll be too busy qualifying on the C-9B (DC-9) jet transport aircraft scheduled to replace the C-118, in June. ■

—Public Affairs Office  
Naval Air Station, Marietta, Georgia

## L.Y. Spear volunteers help hostel

More than 80 volunteers from USS *L.Y. Spear* (AS 36) worked on their liberty time to help repair the Bahama's Children's Emergency Hostel during a port visit.

The work included painting more than 3,000 square feet of interior walls and woodwork; repairing and repainting

a 1,200-square-foot cement courtyard and 1,600 square feet of exterior walls; and repairing all major appliances, faucets, drains and ceiling fans. The volunteers also repaired an outdoor gym set and made a swing and see-saw.

A section of the courtyard was turned into a basketball court, and several wheeled toys were repaired. A television antenna was installed on a 100-foot tower.

The emergency diesel generator was repaired and will provide power during

the frequent outages on the island. Volunteers also did general house cleaning and yardwork.

The project coordinator, Cmdr. John E. Spreier, commanding officer of *L.Y. Spear*, said, "My crew members gave of themselves because they wanted to. They will never forget Nassau, the Children's Hostel and the children who were a part of their lives for those three days." ■

—By JO3 Regina G. Purcell  
USS *L.Y. Spear* (AS 36)

## VA announces rehabilitation programs

The Veterans Administration has announced two pilot projects to encourage vocational rehabilitation of certain veterans receiving VA compensation or pension payments.

VA administrator Harry N. Walter said the programs apply to some veterans receiving need-based VA pensions

and to a special group of veterans with total disability ratings.

Under the new projects, veterans under age 50 who are awarded pensions from Feb. 1, 1985, to Jan. 31, 1989, must undergo a vocational evaluation. Veterans over 50 may participate on a voluntary basis. If the evaluation shows achievement of a vocational goal is feasible, the veteran may participate in an individually designed program of vocational training and employment services.

Although an individual's pension may

subsequently be terminated due to employment, health care eligibility will continue for three years.

The other pilot project requires veterans awarded total disability compensation on or after Feb. 1, 1985, to take part in a VA vocational rehabilitation program unless achievement of a vocational goal is unfeasible.

These pilot projects are part of the Veterans Benefits Improvements Act of 1984, signed by the President Oct. 24, 1984. ■

# Bearings

## Admiral Nimitz centennial

The late Fleet Admiral Chester W. Nimitz was honored recently by the U.S. Postal Service when it issued a 50-cent Nimitz stamp as part of the postal service's "Great American Series."

The first day of issue was Feb. 22, two days before Nimitz' birthday.

Nimitz commanded the U.S. Pacific Fleet during World War II. A U.S. Postal Service bulletin summed up the fleet admiral's career: "Nimitz' tactics

and leadership were instrumental in key naval victories in the Pacific during World War II.

"He made his mark at the Battle of Midway in June 1942, when his astute positioning of carriers enabled United States bombers to sink four Japanese carriers and allowed the allies to shift to the offensive.

In the battles of the Philippine Sea and Leyte Gulf, Nimitz' ships drastically reduced the size and power of the Japanese navy.

His forces aided in the capture of Iwo Jima and Okinawa and began to raid Ja-

pan in 1945, hastening the end of the war in the Pacific.

"Admiral Nimitz, whose tact and serenity were proverbial, was acknowledged as one of the Navy's foremost strategists and administrators and as an expert judge of men.

After the war he became chief of naval operations and later was United States commissioner for India and Pakistan.

Admiral Nimitz died in 1966." ■

—By JO2 Steve Kimball,  
USS Nimitz (CVN 68)

## USNI announces essay contest winners

Two retired captains and an active duty commander are the winners of the U.S. Naval Institute's annual Arleigh Burke Essay Contest.

Retired Capt. Daniel S. Appleton IV authored "Endgame," which took first prize, won \$2,000 and a gold medal.

"Plus Ca Change" by Cmdr. Linton Wells II was selected as first honorable mention winner. Wells, commanding of-

ficer of USS *Joseph Strauss* (DDG 16), received \$1,000 and a silver medal.

The second honorable mention winner was "Fathoming Soviet Intentions" by retired Capt. Roger W. Barnett.

Barnett, director of the Strategic Studies Center at SRI International in Arlington, Va., won \$750 and a bronze medal.

The three winning essays were chosen from 87 entries which were judged for their analytical and interpretive qualities.

The 106-year-old contest was renamed in 1984 to honor retired Admiral Arleigh

A. Burke, former chief of naval operations.

Burke served as president of the institute from 1956 through 1959 and during 1960 and 1961.

The United States Naval Institute, located in Annapolis, Md., is an independent, self-supporting, non-profit organization. USNI is not a part of the U.S. government.

USNI advances knowledge about the naval and maritime services through the publication of a monthly magazine, *Proceedings*; the annual *Naval Review*, and more than 250 books. ■

## Professional of the Year 1984

Eugene Lloyd Law has been selected the Pacific Missile Test Center's Professional of the Year for 1984.

Law is an electronic engineer assigned to the electronic design branch, Point Mugu, Calif.

The award is based on technical excellence, and Law was specifically recognized for his work in telemetry over the past five years.

Telemetry is the process of measuring the distance between an observer and an object such as those used in missile

firings.

"Over the past five years he (Law) has achieved a position of excellence in telemetry that is recognized throughout the United States and in many foreign countries," Don Hust, head of the electronics design branch, said.

Law, who holds a bachelor of science degree in mathematics and physics from the University of North Dakota, has published several technical publications and papers.

He has been instrumental in the establishment of telemetry standards for the Telemetry Group of the Range Commander's Council and the American National Standards Institute which are used

in the United States and abroad.

He has created a "Telemetry Applications Handbook" solving standard missile telemeter problems and has helped test and evaluate a double density recording system for the F-14 *Tomcat*.

Law is credited with a Pacific Missile Test Center technical publication which contains unique and innovative information relating the properties and characteristics of pulse code modulation telemetry signals.

Requests for his publication have been received from West Germany, Canada, India, China, and throughout the United States. ■



## USS John King raises money for hospital

When USS *John King* (DDG 3) transited the Suez Canal recently the crew had more on its minds than returning home to Norfolk, Va. After four months at sea escorting the aircraft carrier USS *Independence* (CV 62), it still had one more thing to accomplish — “the dash through the ditch.”

The crew's goal was to raise money for Norfolk's Children's Hospital of the King's Daughters with pledges by running laps around the ship's main deck during the Canal transit. Thirty-three sailors ran 1,700 laps—nearly 125 miles—during the 10-hour trip and raised more than \$2,500.

Chief Sonar Technician Chuck Tracy, who organized the run, presented a \$2,541 check to Beth Duke, a hospital representative in a home port ceremony aboard *John King*.

Attending the ceremony was 10-year-old Chris Lawson, son of Chief Ocean Systems Technician Gary Lawson of Carrier Air Group 4, Norfolk, a recent “cover boy” for the hospital's periodical. “Chris is symbolic of what our hospital and the Navy mean to each other,” said Duke.

“He is a Navy dependent and an out-

patient of ours. This indicates that the hospital is not just for children who are very sick, but children like Chris, who receive outpatient treatment here. The hospital sees a lot of Navy children.”

Chris suffers from celiac disease, a condition that makes him unable to digest foods containing wheat or wheat products. After treatment at the Children's Hospital last fall, Chris returned home and has been in near perfect health.

“We thought it would be fun to run the Canal on our way back home to Norfolk. The original idea was to raise money for the Save the Lady fund,” Tracy said, referring to the current fundraising effort to refurbish the Statue of Liberty. “But then we thought that, since that campaign is nationwide, we should find a cause closer to home.”

Cmdr. Ronald Bishop, commanding officer of *John King*, explained how the run was organized.

“We started one guy out running laps at 9 a.m. when we entered the Canal,” he said. “Each guy ran one (lap) at a time through the whole trip, collecting pledges from other crew members.

“Every man aboard this ship was involved in the run in some way. Those who didn't run pledged or rooted the other guys on. It was (through) a nickel a lap here, a dime a lap from somebody else, that the money was raised.” ■

## VA reduces home loan rates

The Veterans Administration reduced its maximum home loan interest rate from 13 percent to 12 1/2 percent effective April 19, 1985.

VA administrator Harry N. Walters said the reduction reflects recent improvement in the mortgage market.

The VA will also decrease by 1/2 percentage point the maximum rates for graduated payment mortgages to 12 3/4 percent and home improvement loans to 14 percent. In addition, the rates for

manufactured home loans will also be decreased. The new maximum rates are 15 percent for unit-only loans and 14 1/2 percent for loans to purchase either a unit with the lot or to purchase a lot upon which a unit already owned by the veteran is to be placed.

The rate change does not affect existing loans, where interest rate remains the same for the life of the agreement. VA home loans may be used to purchase, construct, alter, improve, repair or refinance a home. This includes the purchase of condominiums and manufactured homes, with or without a lot. ■

## 6th Fleet flagship visits French Riviera

USS *Puget Sound* (AD 38), the U.S. 6th Fleet flagship, recently returned from a port call to the French Riviera. While *Puget Sound* was busy at work tending USS *Elmer Montgomery* (FF 1082) and USS *Wainwright* (CG 28) at anchor off the coast of Villefranche, crew members found time to enjoy weeklong pre-Lent Mardi Gras festivities in nearby Nice.

Carnival at Nice is one of the oldest and largest festivals of its kind in Europe. Visitors crowded the palm-lined Promenade des Anglais to hear speeches and see parades, lighted buildings and streets.

King Carnival made his ceremonial entry on a colorful float, followed by marching bands, costumed revelers, and U.S. Navy and Marine Corps units from *Puget Sound* and 6th Fleet staff.

The tender's parade entry was a float carrying the ship's rock and roll band, “Main Control,” and several crew members who tossed souvenirs and candy to spectators. A platoon of sailors and Marines marched behind the float. Rounding out the U.S. military contribution was the 6th Fleet marching band.

During the second half of *Puget Sound*'s two-week visit, sailors took tours to Paris, ski packages to the French Alps, visits to local perfume factories and, of course, there was always time to try some luck at Monte Carlo's casino tables.

As part of the ship's community efforts, divers helped clean the harbor of Villefranche and spent two days removing sunken debris and trash from the ocean floor. Fifteen sailors from various divisions painted an inter-denominational Christian ministry church in Monaco. Also, crewmen gave \$500 to Father Rene Delissalde's mission for the needy, L'Escale Accueil. ■



# Mail Buoy

## Chuting Stars

The article on the Chuting Stars (December 1984/January 1985) was very well done and touched on how special they are.

When I first arrived in Virginia Beach four years ago, I saw the Chuting Stars perform at the Azalea Festival and was very impressed. After seeing 30 plus shows, I still am.

My husband, Steve Shortt, reenlisted for three years on the jump team in January 1984. He got to do only one year. We had returned from leave and found out that the Chuting Stars were shut down. We were pretty upset because we had planned a lot around three years with the jump team.

Steve, being the professional that he is, bounced back from the disappointment quickly and is striving to do and be the best he can as a SEAL team member. But we both are thankful for the one year on the jump team.

Thanks for the article which did justice to all the men who have delighted crowds everywhere since before 1973.—Anne Shortt.

• According to the public affairs officer, Naval Surface Force, U.S. Atlantic Fleet, Navy Parachute East (Chuting Stars) was disestablished for the 1985 season because of operational commitments of the members who made up the team.—Ed.

## Safety Violation

The December 1984/January 1985 *All Hands* has a gross safety violation on page 15. The machinist in the photo has on his watch and ring. Being a machinery repairman (machinist) myself for 26 years, I know the hazards of this.—MR1 C.F. Townsend.

• There is no doubt that it's a dangerous practice for a machinist to wear a watch or ring on the job. However, the Naval Safety Center Norfolk, Va., tells us that they do not know of any civilian regulation on that subject. *Mech* magazine, which serves the interests of the naval aviation maintenance community, has adopted the motto, "no jewelry on the job." It's a good motto and one that if put into practice might help prevent accidents.—Ed.

## The Greatest Navy

I enjoyed PH2 Hicks' story "The Beginning of a New Life" in the February 1985 *All Hands*. He did an outstanding job on a subject that is

dear to me—FILIPINOS in the greatest Navy in the world! I am impressed with the recruiting staff in providing "quality control" and early leadership to these new recruits. By recruiting only the best, a measure of success is assured—to the Navy and to the individual. BRAVO ZULU! —CWO4 Ernesto Nucup, Norfolk, Va.

## The Minemen

Your February 1985 issue was a definite boost to the morale of the Navy's infrequently recognized minemen who work in the exercise and training field of mine warfare and is most appreciated.

I would like to point out that the front cover description erroneously identifies this command as Mobile Mine Assembly Group, Charleston, S.C., vice Mobile Mine Assembly Group, Unit 11, North Charleston, S.C. Also, the item being sandblasted is a MK 56 exercise and training mine, not a practice mine. The sailor on the front cover is Mineman 3rd Class Jon F. Frank. —Lt. D.J. Moody.

• Thanks to Lt. Moody for straightening us out and for identifying the February 1985 cover subject.—Ed.

# Reunions

• USS Midway (CV 41)—Planning a reunion. Interested crew members should contact Plank Owners Asso., 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• USS Biscayne—Planning a reunion. Interested crew members should send name and address to Monte Tomerlin & Red D'Haillecourt, 16614 Willow Run, San Antonio, Texas 78247.

• USS White Plains (AFS 4)—Planning a reunion for the commissioning crew supply department from March 1968 to July 1969. Contact William C. King, 4315 Esmond, Apt. 1211, Odessa, Texas 79762; telephone (915) 362-9239.

• USS Spence (DD 512)—Reunion July 3–8, 1985, San Diego. Contact Dave Meskill, 1236 Greenwood Ave., Wilmette, Ill. 60091; telephone (312) 256-0466.

• USS Dashiell—Reunion July 13–14, 1985, Cranford, N.J. Contact Bill Steffey, R.R. 1 Box 318, Homer, Ill. 61849; telephone (217) 582-2224.

• MinRon TEN—Reunion July 19–21, 1985, Charleston, S.C. Contact CW04 John W. Davis, NavSurfLant ReadSuppGru, Bldg. 681, Naval Base, Charleston, S.C. 29408-6850; telephone (803) 743-3773.

• USS ABSD #1—Reunion July 26–28, 1985, Scottsdale, Ariz. Contact Ray Cox, 2796 N. 700 East, Provo, Utah, 84604; telephone (801) 374-6126.

• USS Taney W-37—Reunion Aug. 2–4, 1985, for all crew members from 1936 to present. Contact Dick Nash, 1715 Glen Ayr Dr., Lakewood, Colo. 80215; telephone (303) 238-2676.

• LST 639—Reunion Aug. 9–10, 1985, Muskegon, Mich. Contact Harry R. Sams, 17791 Fifth St., Beloit, Ohio 44609; telephone (216) 938-2449.

• USS LST—Reunion Aug. 16–17, 1985, Cincinnati. Contact Phillip Altieri, 386 Wyoming Ave., Fairfield, Ohio 45014.

• USS Chemung (AO 30)—Reunion Sept. 6–7, 1985, Lancaster, Pa. Contact Ralph V. Seifert, Box 762, Asbury, N.J. 08802.

• USS Norton Sound (AV 11/AVM 1)—Reunion Sept. 11–15, 1985, Port Hueneme, Calif. Contact USS Norton Sound Association, P.O. Box 487, Port Hueneme, Calif. 93041.

• USS San Francisco (CA 38)—Reunion Sept. 11–15, 1985, Arlington, Texas. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• USS Stack (DD 406)—Reunion Sept. 11–15, 1985, Houston. Contact W.W. Price Jr., 313 Sussex Court, Wilmington, N.C. 28405; telephone (919) 686-0052.

• USS Chicago (CA 29/CA 136/CG 11)—Reunion Sept. 12–15, 1985, Colorado Springs, Colo. Contact Rex L. McDonald, 1660 Grand Ave., Canon City, Colo. 81212.

• USS Wasp (CV 7)—Reunion Sept. 12–15, 1985, Bremerton, Wash. Contact Duffy McDonough, 425 S. Michigan Ave., Big Rapids, Mich. 49307.

• Naval Minewarfare Association—Reunion Sept. 12–15, 1985, Nashville, Tenn. Contact H.H. Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• USS La Vallette (DD 448)—Reunion Sept. 20–22, 1985, Norfolk, Va. Contact Lewis Shedd, GMGC, Ret., 1413 Lakeside Road, Virginia Beach, Va. 23455; telephone (804) 464-1735.

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Lt.Cmdr. Chuck Bueker of NAS Oceana-based VF-142 greets his children. Bueker's squadron spent 159 days at sea during a 215 day deployment aboard USS Dwight D. Eisenhower (CVN 69). Photo by JO1(SS) Pete Sundberg.





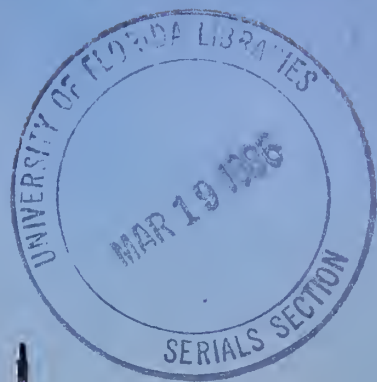
**Teamwork is a tradition ● Page 24**



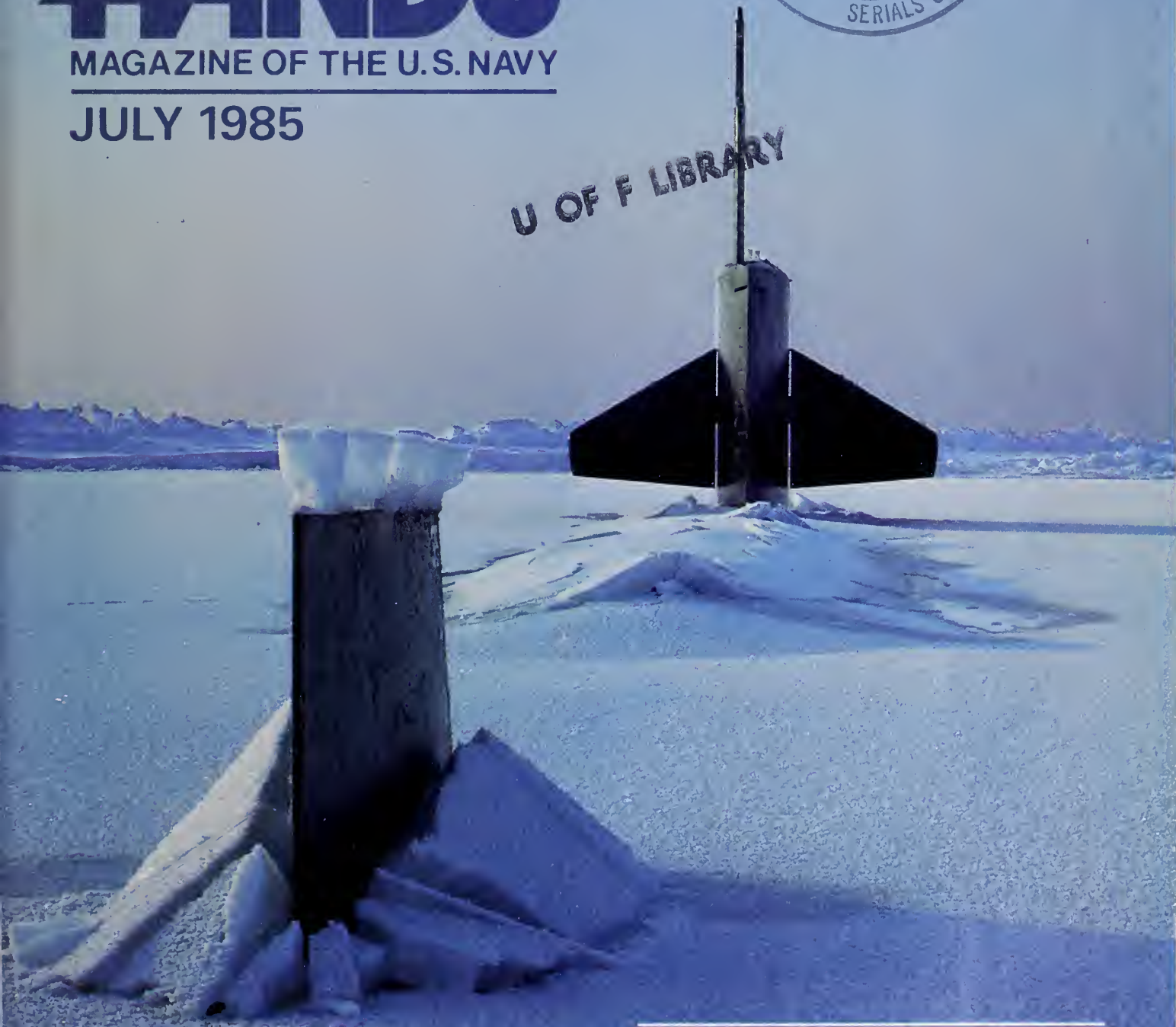
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JULY 1985



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# America Remembers!



National **POW  
MIA** Recognition Day **July 19, 1985**

 Veterans  
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# ALL HANDS

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JULY 1985—NUMBER 820

62nd YEAR OF PUBLICATION

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**Covers:** From the North to the South poles

**Front:** USS *Trepang* (SSN 674) surfaces at the polar ice cap. *Trepang* operations in the area were in conjunction with a naval research team camped on the ice. See story on page 30. Photo by JOC(SW) Fred J. Klinkenberger Jr.

**Back:** Adelie penguins check out the "wild life" in Antarctica. See story on page 18. Photo by PH1 David B. Loveall.

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**2** Exploring the deep—Navy style  
The deep submergence vehicle Sea Cliff

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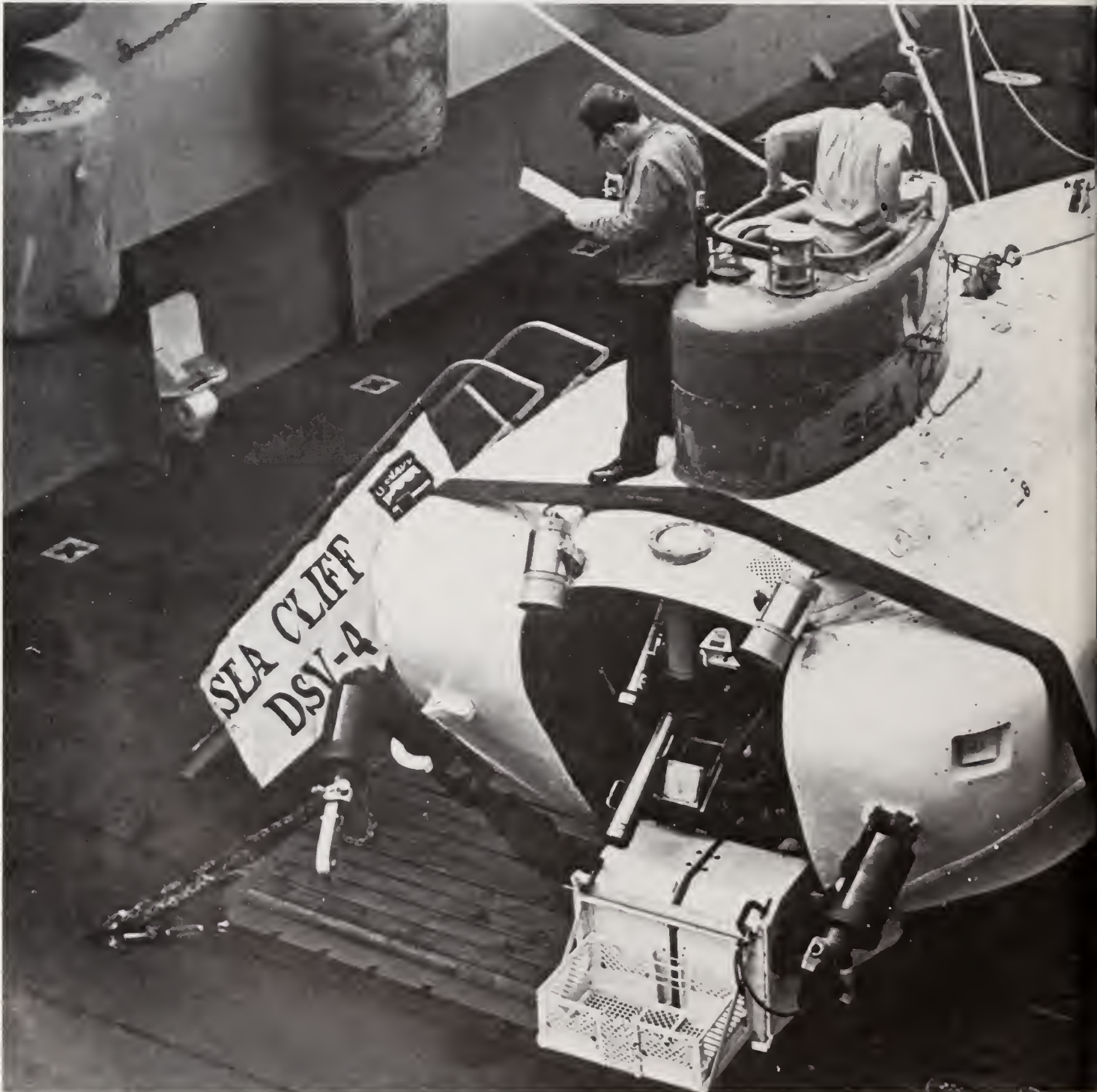
**38** The world of Navy medicine  
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# Exploring the





# deep – Navy style

Story and photos by PH2 Gary G. Ballard



It may lack the flair of a space shuttle, but it's just as adventurous, taking man deep into an environment as alien and even more mysterious than outer space.

It's the Navy's deep submergence vehicle *Sea Cliff*, the world's deepest diving manned submersible, and it underscores America's commitment to ocean research.

The 31-foot, 29-ton, three-man submersible recently made a historic deep ocean dive off the coast of Guatemala.

The mission began in San Diego with *Sea Cliff* secured in the well deck of the auxiliary deep submergence ship USS *Point Loma* (AGDS 2). A week later, *Point Loma* was on station, and preparation for the dive intensified.

Technicians surveyed the ocean floor in search of a flat, smooth surface almost 20,000 feet deep. Once located, the dive target was electronically mapped with underwater buoys anchored just off the ocean floor.

The countdown began eight hours before the launch.

Within two hours of launch, everyone aboard was involved. Ballasting teams were flooding the well deck, and every sort of technician and engineer was on station giving final checks on their equipment.

"There's absolutely no room for error in the deep ocean," said Lt. Cmdr. Rick Williams, commanding officer of *Sea Cliff* and its 17 crew members. "It requires very close teamwork. Every individual is essential to the whole."

Zero hour approached.

Well-practiced, proven procedures re-

duce the danger, but heat and sea conditions can take their toll, according to Lt. Joseph Polio, docking officer in charge of the launch and recovery.

"We're working in a direct equatorial sun, hundreds of miles from shore," said Polio. "Even the smallest swell is amplified in the well deck, making *Sea Cliff* harder to control."

During the launch, the well deck became a blur of activity, each movement critical.

A towboat created tension on the towline as *Point Loma*'s stern gate lowered into the ocean. A large capstan attached to tow rope controlled *Sea Cliff*'s exit speed as various handling lines were expertly advanced, cleat by cleat, until the last line was thrown free and the sub was clear of the ship.

At 160 feet per minute, *Sea Cliff* descended, stopping periodically for required systems checks. Light from the noonday sun faded into total blackness. *Sea Cliff*'s headlights cast an eerie green glow as it continued downward.

Three hours later it was on the bottom, 20,000 feet below the surface. The next four hours were busy for the crew who operated and tested every piece of equipment.

Just how deep is 20,000 feet?

"It's a long way down," said pilot Lt. Alan Mason. "It's 20 Empire State Buildings stacked end to end."

The pressure at that depth defies human comprehension.

"It's a crushing force, about 9,000 pounds per square inch," said *Sea Cliff*'s executive officer, Lt. Eric Long. "One porthole alone takes a million pounds pressure at that depth."

"It's a totally alien environment, com-

*Sea Cliff* is readied for a 20,000-foot certification dive off Guatemala.



# Exploring the deep



parable to outer space," said Chief Electronics Technician David Atchison. "It keeps me on my toes. I'm very much aware of what's going on around me. I can't afford not to be."

Finally, the time to surface came. *Sea Cliff* dropped a load of ballast weights and headed for the surface at 100 feet per minute. Eleven hours after launch, *Point Loma's* expert deck crew safely recovered *Sea Cliff*—its mission complete.

*Sea Cliff* has spent the past two years undergoing an extensive redesign and certification process which more than tripled its original dive capacity. The purpose of this dive, its deepest to date, was final certification.

To aid in its mission—search, recovery and science—*Sea Cliff* sports on board video and still camera systems, two exterior hydraulic "arms," and three viewing ports.

State-of-the-art technology, such as its advanced titanium hull and silver-zinc battery system, allows it to operate independently for more than 16 hours at a time. Its compact design permits rapid transport anywhere in the world by land, sea or air. □

*Ballard is assigned to the Navy Public Affairs Center, San Diego.*







Sea Cliff's dive included a launch, a tow, an equipment check by ET1 David Atchison, and a difference in styrofoam cups. The crushed cup was subjected to external pressure 20,000 feet below the ocean's surface.



# The sunkist kid

Story by Edward T. Kreiner

© 1985

The Marine Corps was my first choice for military service. The recruiting sergeant who spotted me when I entered to sign up, took one look at my 5-foot, 1-inch, 105-pound frame and told me to go home, grow up, and come back when I became a man. The Navy, obviously desperate to fill its quota for enlistments, accepted me.

My journey to become a hero was well under way. World War II was winding down when I was a seaman recruit at the U.S. Naval Training Center, Bainbridge, Md.

Near the end of the 16-week training, my company received assignment for "service week." The term was interpreted by those of us who experienced it as a

form of mental and physical torture, servitude, indignation and loss of self-esteem. We "bagged" metal trays to rid them of food, fed trays into a steam washer, carried scalding hot trays to wooden racks, handled the heavy garbage cans, cleaned and wiped tables or pushed swabs on slippery food-spilled floors (oops, I mean, decks).

It was 3 o'clock in the morning when the sailor on sentry duty turned on the barracks lights. He marched through the aisles of lockers and triple-decked bunks, striking a trash can lid repeatedly with his night stick, yelling to the 130 men who made up the company to leave their fetal positions and hit the deck.

The company normally marched three times a day to the mess hall. This march wasn't much different—except it seemed colder and the sun wasn't anywhere in sight. When we arrived, we were ordered to form a single file and march into the hall where we were assigned, like cattle, to our duty stations for the day.

My small size extracted no compassion, and I was told that I would not allow garbage to ever fill the 60-gallon cans for





which I had responsibility to carry, empty and replace. The size and weight of the cans required two men to carry them. My shipmate and co-worker was more than 6 feet tall, but the job of carrying the filled cans seemed to me to be a very one-sided undertaking.

The second morning was a near carbon of the first. The exception came immediately after the noon meal. Four 18-wheeler trucks had parked at the loading dock of the mess hall. The job was simple: unload the cargo on the double to the food lockers about 100 feet from the dock.

We lined up in single file from the food locker to the back of the trucks. Each shipmate from the company passed—actually threw—cases of food or crates of perishables to the sailor behind him. As I approached to accept my food package, I saw a heavy crate of oranges headed my way. I stepped back to avoid the heavy crate.

From out of nowhere came a deep, throaty question. "What's wrong, sailor?"

I turned and saw a monster. The voice belonged to the chief cook—a man who towered more than 6½ feet in height and who surely weighted more than 300 pounds. I snapped to attention, gave my best salute, and told him that the crate of oranges was much too heavy for me to handle.

The chief asked me if I were a sailor. I quickly responded that I was. He then advised me that if I were, in fact, a sailor, I was also a man and I, therefore, was required to do a man's work.

Out of absolute fear, I again approached the truck. With the aid of my shipmates working to distribute the cartons, I lifted the orange crate to my shoulder. Straining under the weight, I took about five steps and the crate fell to the ground, breaking open. Oranges rolled in every direction.

The chief cook had witnessed the event and quickly approached me. "Well," he exclaimed, "you were right. The crate was too heavy for you." My thoughts already were conjuring a courts-martial scene.

"Tell you what, sailor," he stated. "Reach down there, pick up the oranges and put them back into the crate."

It didn't take long before my frustration

showed, for I was involved in an impossible task. The last orange just wouldn't fit into the broken wooden-wired crate.

The chief, observing my dilemma, asked me, "What's your problem, sailor?"

I explained to him that all of the oranges wouldn't fit into the crate. He exhibited no surprise and ordered me to pick up one of the oranges. As I did, he told me, "Sailor, you take that one orange and hold it, stretch out your arm, palm up, and follow me."

The mess hall, which seated about 1,000 or more men, seemed to be several city blocks long. I dutifully followed the chief as he led me through a maze of tables and aisles to the most distant part of the hall and into a large refrigerated room. On the floor were a number of large steel tubs known as "gunboats." The chief ordered me to gently place the single orange into the tub. I did as ordered and then followed the chief back to the broken crate of oranges on the loading dock.

"Sailor," he exclaimed, "now, you pick up one more of those oranges and tote it to the same gunboat. And you repeat that process as before until each and every one of those bits of sunshine are in that boat. And, sailor, when you get done, you report to me, personally."

The evening meal was over and the work party had long gone when I made my last trip to the reefer. I knew I had walked 100 miles that day. Exhausted, I sought out the chief and found him sipping a cup of hot black coffee in his cluttered office.

"Reporting as ordered, sir," I said, trying to muster the strength to stand at attention.

"Oh, it's you," he replied. "Have you finished carrying those bits of sunshine to the reefer, sailor?" he asked.

"Yes, sir," I replied.

"Well, now, sailor," the chief asked, "what have you learned today?"

"Several things, sir," I smartly replied.

Well, that's nice to know, sailor. I would appreciate it if you would share with me what it was that you learned, exactly!" he said.

"Sir, I learned that there are 113 oranges to a crate, sir. I also learned that if you do a job the right way the first time,

you won't have to do it 112 more times, sir," I responded.

There was a hint of a smile on the chief's face, and he stood and told me, "You are truly one intelligent and smart young man. I got this feeling, son, that you have the makings of being officer material. Yep, I've no doubt that you will go far in this man's Navy. Now, you hustle back to your barracks, get some sleep and I'll see you in the morning."

The walk to the barracks was painful. Every muscle ached. I arrived to the taunting jeers of my shipmates, about 50 of whom had waited dutifully for my return. The chant went up, "Here comes the 'Sunkist Kid'." They were apparently enjoying my misery, but I couldn't share in their humor over my being subjected to torture, denigration and humiliation. The derision continued as I fell asleep in my bunk.

When the company arrived at the mess hall to start another day of servitude the next morning, we were called to attention.

"Kreiner, Edward T., Seaman Recruit, front and center," barked that deep, unmerciful sounding, voice.

I quickly stepped forward, saluted, and reported, "Reporting as ordered, sir."

The chief looked at me and, then, speaking in a voice for all 130 men to hear, stated, "Kreiner, you are an intelligent sailor! You have learned so much working under my supervision that I'm placing you 'in charge'. Here, son, take this clipboard, check off the groceries, and make sure your shipmates turn-to."

In less than a minute, I was the "acting chief," and I quickly assumed command and proceeded to bark out a litany of orders to my shipmates. The newly invested authority was sweet, indeed.

I often thought that I had the last laugh then. But the chief, in his crusty, salty and seasoned experience, not only knew what he was doing in teaching a young sailor a very needed lesson but also was a prophet of sorts. Ten years later, following the Korean War, I was commissioned an ensign in the United States Navy. □

*Kreiner is a retired Navy lieutenant residing in Joppa, Md.*

# The battle for Leyte Gulf

In terms of manpower and overall destruction, naval history has no rival for the Battle for Leyte Gulf.

About 280,000 men participated in the World War II engagement which pitted more than 200 American ships against 64 Japanese warships. Every weapon in the naval warfare arsenal except mines, was used in this four-part battle.

Despite an advantage in numbers, the Battle for Leyte Gulf was far from an easy victory for the U.S. Navy. Mistakes were made on both sides, and anything could have happened.

Leyte Gulf, in the eastern Philippines, is bounded by three islands—Samar, Leyte and Mindanao. On Oct. 20, 1944, 145,000 Army troops landed on the beaches of Leyte—the first step in the recapture of the Philippines.

More than 150 warships screened and protected nearly 600 U.S. amphibious ships, landing craft and supply vessels participating in the invasion.

The American ships were organized into two fleets: Adm. William F. Halsey's fast carrier force and Vice Adm. Thomas C. Kinkaid's amphibious strike force.

Anticipating the American invasion of the Philippines, Japan assembled surviving ships of its fleet in hope of delivering a telling counter-blow against the invasion force.

The Japanese called their plan *Sho*, which means victory. From their standpoint, *Sho* had to be a victory; if the Americans recaptured the Philippines, Japan's oil supply—along with its hope of winning the war—would vanish.



Operation *Sho* involved a coordinated movement of four forces. The strongest force, commanded by Adm. Takeo Kurita, was to pass through the central Philippines by way of the Sibuyan Sea and approach Leyte Gulf from the north. It consisted of two new "super-battleships," three older battleships, 10 heavy cruisers, two light cruisers and 15 destroyers.

Two smaller forces, commanded by Adms. Shoji Nishimura and Kiyohide Shima, respectively, were to enter Leyte



**Above:** Naval forces approach beaches at Leyte, Republic of the Philippines. **Right:** Princeton is hit by Japanese bombers.





Gulf from the south through Surigao Straits. Nishimura had two battleships, a cruiser and four destroyers. Shima, following four miles astern, had three cruisers and four destroyers. Lacking aircraft carriers, the attacking forces depended on land-based aircraft for air protection.

The Japanese forces planned to crush the U.S. 7th Fleet between the jaws of a pincers.

A fourth Japanese force, commanded by Adm. Jisaburo Ozawa to the north, consisted of four carriers, two battleships

modified to launch aircraft, and 13 cruisers and destroyers. However, Ozawa's force was merely a decoy intended to draw Halsey away from Leyte Gulf.

#### The enemy sighted

At dawn Oct. 23, 1944, U.S. submarines *Darter* (SS 227) and *Dace* (SS 247) spotted Kurita's force approaching the southern entrance to palawan passage. He hadn't stationed a screen of destroyers ahead of his formation and the submarines had a field day.

When the smoke cleared, two heavy cruisers had been sunk, including the force flagship, and one severely damaged.

Halsey planned an air strike for the morning of Oct. 24. However, the Japanese had similar plans and launched land-based aircraft in their most successful air counterattack of the Leyte operation.

Three separate raids of 50–60 Japanese planes were made on 3rd Fleet aircraft carriers near the island of Luzon. Superior aircraft and better trained pilots helped fend off the attacks. However, one enemy aircraft did get through and dropped its 550-pound bomb on the carrier USS *Princeton* (CVL 23). Despite heroic damage control efforts, the ship went down.

#### Battle of the Sibuyan Sea

While Halsey's fleet fought off these attacks, it launched 259 sorties against Kurita's reduced but still formidable force.

American aircraft concentrated their firepower on the super-battleship *Musashi*. It sank after being pummeled with 19 torpedoes and 17 bombs.

Additionally, the American air attack damaged several other battleships and forced one cruiser out of action. The at-



Top left and right: Kamikaze pilots hit USS *St. Lo* (CVE 63). Two men board USS *Waller* (DD 466) after being blown overboard from *St. Louis* (CL 49). Left: USS *Birmingham's* (CL 62) crew extinguishes *Princeton's* fires.



# Leyte Gulf

Clockwise from right: Smoke screens protect allied ships from Japanese planes. The wardroom of USS Suwanee (CVE 27) as an emergency sick bay. Funeral services aboard USS Kalanin Bay (CVE 68). Torpedo Squadron 51 pilots (center) from San Jacinto (CVL 30). Loading a San Jacinto plane with a torpedo. Zuikaka crew members throw explosives over the side.

tacks compelled Kurita's forces to retreat and reorganize.

Kurita's force wasn't the only one fate failed to smile on. The two forces approaching Leyte Gulf from the south through Surigao Straits were about to play a role in a historic confrontation.

## The battle of the Surigao Straits

As historian David Howarth put it, "That night in the southern sound the last traditional naval battle was fought, with no intervention from aircraft or submarines, the last time in history that a fleet advanced into battle in the traditional line ahead, and the last time its enemy used the tactic of crossing a T."

Nishimura's force entered the strait in a column formation from the south, unaware that a superior force of battleships and cruisers lay in wait.

Kinkaid correctly anticipated the Japanese approach to Leyte Gulf via Surigao Strait and ordered his fleet to prepare for a night engagement.

U.S. Battleships *Mississippi* (BB 44), *Maryland* (BB 46), *West Virginia* (BB 48), *Tennessee* (BB 43), *California* (BB 44) and *Pennsylvania* (BB 38) formed a battle line across the mouth of the strait. Just south of this mass of fire power, a force of 36 cruisers and destroyers plied the strait.

First to engage the Japanese was a group of 39 motor torpedo boats that launched torpedo attacks as the Japanese advanced. While none of the attacks were successful, the PT boats provided information on the enemy's progress to the big ships ahead.

The first real damage was inflicted by American destroyers. A group of five vessels swung into the strait and launched 27 torpedoes. The torpedoes hit three destroyers, broke the battleship *Fuso* in half, and hit the flagship *Yamashiro*. Not one attacking destroyer was hit.

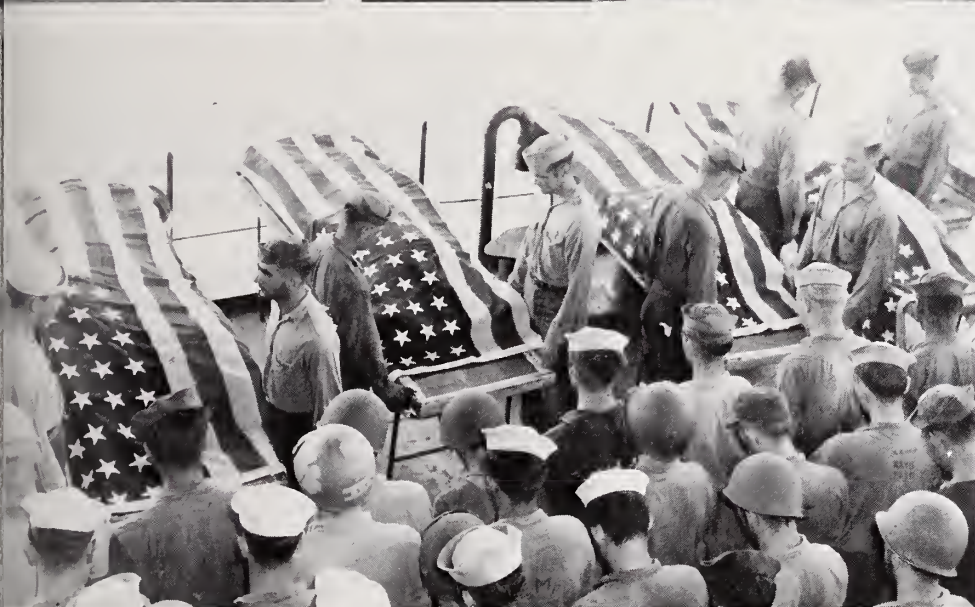


Nishimura's ships continued forward with battleship *Yamashiro*, one cruiser and a destroyer remaining. Lacking the advanced radar systems the Americans possessed, the three ships steamed unknowingly into the jaws of devastating firepower.

*West Virginia*, *Maryland*, *Mississippi*, *Tennessee* and *California* opened fire.

The gunnery battle lasted 10 minutes. When it was over, flagship *Yamashiro* capsized and sank, the cruiser was burning and the destroyer was heavily damaged and in retreat.





Shima's second force entered the strait and found burning wreckage. Realizing the fate of the first force, Shima decided to retreat and reorganize.

Kinkaid's forces, fighting the battle in the south, believed that Halsey's fleet was protecting San Bernadino Strait to the north. However, in a decision that he has been criticized for, Halsey took his 65 powerful ships to thrash the 17 ships of Ozawa's northern force. Halsey had fallen for the bait and left San Bernadino Strait unprotected.

Kurita's force had been bloodied earlier, but was far from out of the fight. It still had the super-battleship *Yamato*, three other battleships, six heavy cruisers, two light cruisers and 15 destroyers.

Fighting off the American air attacks, Kurita reorganized his forces and proceeded unmolested through San Bernadino Strait. His force steamed into battle with an advantage—surprise.

### The battle off Samar Island

On the morning of Oct. 25, Kurita's ships encountered six American escort carriers, commanded by Rear Adm. Clifton Sprague. The "baby carriers" had flown off most of their aircraft to protect ships in the Gulf. Their only protection was 5-inch guns, a few remaining aircraft and a screen of destroyers and destroyer escorts.

The American forces displayed unbelievable gallantry and resourcefulness in face of the enemy.

Sprague ordered three ships in his destroyer screen to attack. Attack they did.

U.S. destroyers *Hoel* (DD 533), *Heermann* (DD 532) and *Johnston* (DD 557) were first to engage the enemy fleet. *Johnston* fired all of its torpedoes and hit a heavy cruiser, knocking it out of the fight. A series of salvos from a battleship and a cruiser eventually put the spunky destroyer under.

*Hoel* fired all its torpedoes and guns, and took more than 40 hits before sinking.

One after another, the other destroyers joined in the attack, damaging many of the larger enemy ships. The destroyers sank another cruiser and put Kurita's forces into retreat.

Three destroyers were lost in the battle, but only one of the light carriers succumbed to the Japanese attack. Meanwhile, Halsey was engaging the Japanese decoy fleet to the north.

### The battle off Cape Engano

The northern force only had 29 aircraft on its six carriers when Halsey's fleet found them. Accompanied by three cruisers and eight destroyers, the Japanese ships were no match for the American force of five fleet carriers, five light carriers, six battleships, eight cruisers and 41 destroyers.

However, Halsey's fleet sank only four carriers and one destroyer. The remainder of the Japanese northern force retreated. American submarines sank another two destroyers and a light cruiser after the battle.

The battle off Cape Engano was the only phase of Japanese operations at Leyte Gulf that went according to plan. However, it was too little too late to thwart an overall American victory.

The Navy's victory in the Battle for Leyte Gulf sealed Japan's fate in World War II. It allowed positioning of American forces so close to Japan as to make victory inevitable.

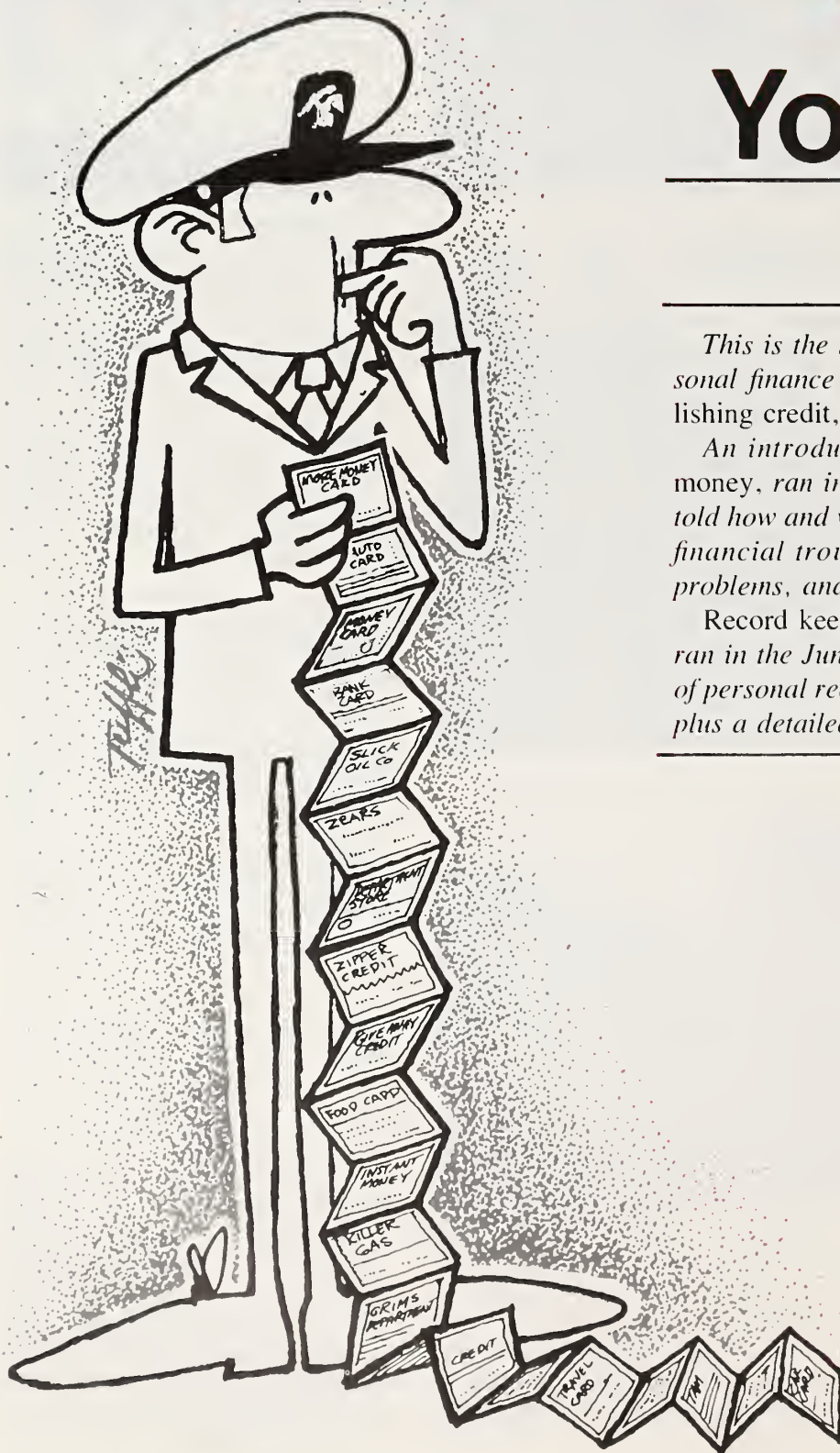
As Samuel Eliot Morison put it, "However you look at it, the Battle for Leyte Gulf should be an imperishable part of our national heritage." □

—Story by JOI(SW) E. Foster-Simeon



# Managing

## Your credit



*This is the second of a three part article on personal finance which covers record keeping, establishing credit, and family budgeting.*

*An introduction to the series, Managing your money, ran in the June 1985 issue of All Hands. It told how and why sailors and their families run into financial trouble, the warning signs of financial problems, and where to go for help.*

*Record keeping, the first part of the series, also ran in the June issue. The article included the kind of personal records to keep and where to keep them, plus a detailed listing of a filing system.*

**By Faith R. Connors**

Careful financial planning can help you and your family get what you want most. Planning can help you live within your income and reach your financial goals. In addition to establishing a household budget and paying attention to record keeping for your family, you also need to be credit worthy and to make continuous efforts to build your net worth.

Here are some tips to help you establish a credit identity, and to prepare an annual balance sheet.

### **Obtaining credit cards**

Establishing credit in your own name is important. In fact, it's essential to economic stability. You will need to establish at least one line of credit either through a credit charge card or a credit checking account. According to the International Consumer Credit Association, there are



# your money

## cards and net worth

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10 action-oriented tips to keep in mind as you work to develop a good credit record:

- 1) Establish a steady employment record.
- 2) Budget your income to cover necessities and savings before purchasing luxuries.
- 3) Deal only with reputable firms.
- 4) Shop as carefully when you buy on credit as when you pay cash.
- 5) Know the exact amount of the finance charge, annual percentage rate and all other credit costs.
- 6) Do not contract for larger payments than your budgeted income will permit.
- 7) Build a good credit record—pay as agreed.
- 8) Contact your credit grantor immediately if you cannot pay as agreed.
- 9) Notify your creditors immediately if you plan to move to a new address.
- 10) Contact your local credit bureau if you have any questions regarding your credit record.

### **Bank credit card**

If you earn at least \$10,000 to \$15,000 per year, you can apply for a bank international credit card. Decide which card or cards you prefer and complete the application form. Application questions include personal financial and credit information concerning your annual income, length of time you have been employed, your checking and savings accounts, how long you have lived in your home, and whether you own or rent. If the bank considers you to be a good credit risk, you will be issued a card. An annual charge

for a bank credit card—aside from monthly interest charges—is from \$20 to \$50 per year.

Consider the payment terms as well as the limits and liabilities regarding your card. The bank will give you a credit limit ranging from \$300 to \$5,000 or more, based on how much credit they think you can handle.

Record your card number and related information in your household records, readily at hand if you need to notify the bank that your card is lost or stolen.

Once you get your credit card, sign it and carry it in a safe place. You will receive a monthly bill for your charges. If you elect not to pay the full amount of your first bill, you will pay a finance charge of approximately 1.65% on your unpaid balance the next month. That may not sound like much but the annual rate is 19.8%.

### **Store credit card**

It may be easier for you to first get a store credit card and then a bank credit card. There usually is no fee for credit cards issued by most major stores; they offer credit cards to make it easier for you to buy their merchandise. While your credit limit may be as low as \$300 at first, the store will extend your credit if you pay your bills on time. Yearly finance charges on unpaid balances will range from 12 to 20 percent.

### **Another approach**

If you are not able to get a bank credit card or a store credit card, you can still

take steps to establish credit identity. First, open a savings account, then take out a small personal loan. You need not spend the money you have borrowed, but can put it in your savings account. Repaying the loan on time will establish you as credit worthy person.

### **Charge card**

You must have a very good credit rating in order to obtain a major charge card. Credit is not extended by charge card issuers; bills are due as soon as they are received in each month. Annual costs for a charge card typically range from \$35 to \$75.

### **Convenience of credit cards**

Credit cards, used wisely, can be very helpful to you. You can buy on sale—and not have to wait until you have saved enough money for an item. In addition, you don't have to carry large sums of cash. In an emergency, credit cards are an excellent resource. For now at least, interest charges are tax deductible. You get financial leverage—that you can use borrowed funds to purchase an asset. You can also use your credit cards to supplement your emergency funds . . . in effect, giving yourself a temporary loan.

### **Disadvantages of credit cards**

Interest rates and fees can be hefty. Spending on credit is so easy that you can get into financial difficulty quickly—you can get overextended, playing havoc with your budget, or even get into more serious trouble. If you overspend and can't pay

# Managing your money

on time, you can be forced into bankruptcy or other legal difficulties. Here are some tips to help avoid some of the common problems with credit cards:

- Keep all credit card receipts.
- Decide how much you will spend each month and keep careful track of that spending.
- Report lost or stolen credit cards promptly. You are liable for up to \$50 on charges made on a stolen, unreported credit card. If you notify the credit card company immediately—usually via their toll free number—you may not have to pay anything.
- Tear up all carbons of a bill if you decide not to keep it as a part of your personal finance file. Thieves rummaging through waste baskets or garbage can easily make a new card using your account number . . . the one they lifted off the bill

carbon copy.

- Keep careful track of your credit cards. Always know where they are.
- Never give your credit card number over the telephone to anyone calling to “check your credit card number.” The caller can then use your card number to make charges to your account by telephone.
- Check your credit card bills as soon as they arrive in the mail. Check all charges with copies of your receipts. If there are any charges you do not recognize, then call the company immediately (which usually has an 800- number for this purpose).
- Finally, check your credit from time to time. Contact your local credit bureau and request a copy of your credit record. It’s a good idea to review your credit record on a regular basis—about once a year—to make sure the information in your

electronic “file” is accurate and up to date.

## Determining your net worth

All of your efforts in personal financial planning can be focused on a very important goal: increasing your net worth. According to a recent government report, the typical American family had a net worth of \$24,000 in 1983. How can you determine your own net worth? By adding up all of your assets such as saving accounts, bonds, real estate and personal property, and subtracting that from your liabilities, such as bills and loans. To help you figure your net worth, use the balance sheet included here. Why not prepare such a balance sheet annually? With good record keeping, financial planning, and cost cutting, you should see steady progress. □





## Annual Net Worth

NAME(S) \_\_\_\_\_

DATE \_\_\_\_\_

### BALANCE SHEET

#### ASSETS

#### LIABILITIES

#### MONETARY ASSETS

##### 1 *Cash*

On hand \_\_\_\_\_

Checking account \_\_\_\_\_

Savings account \_\_\_\_\_

**TOTAL CASH** \_\_\_\_\_

##### 2 *Money loaned to others* (repayment expected) \_\_\_\_\_

##### 3 *Investments*

Savings bonds \_\_\_\_\_

Stocks and bonds \_\_\_\_\_

Mutual funds \_\_\_\_\_

Cash value of  
life insurance \_\_\_\_\_

Cash value of annuities \_\_\_\_\_

Cash value of  
retirement funds \_\_\_\_\_

**TOTAL INVESTMENTS** \_\_\_\_\_

**4 TOTAL MONETARY ASSETS** \_\_\_\_\_

#### FIXED ASSETS

##### 5 *Home and property* \_\_\_\_\_

##### 6 *Investments*

Other real estate \_\_\_\_\_

Retirement fund \_\_\_\_\_

##### 7 *Automobiles* \_\_\_\_\_

##### 8 *Ownership interests in* *small businesses* \_\_\_\_\_

##### 9 *Personal property* \_\_\_\_\_

**10 TOTAL FIXED ASSETS** \_\_\_\_\_

**11 TOTAL ASSETS OF FAMILY** \_\_\_\_\_

##### 12 *Unpaid Bills*

Taxes \_\_\_\_\_

Insurance premiums \_\_\_\_\_

Rent \_\_\_\_\_

Utilities \_\_\_\_\_

Charge accounts \_\_\_\_\_

Other \_\_\_\_\_

**TOTAL UNPAID BILLS** \_\_\_\_\_

##### 13 *Installment Loans* (balance due)

Automobile \_\_\_\_\_

Other \_\_\_\_\_

**TOTAL** \_\_\_\_\_

##### 14 *Loans* (balance)

Bank \_\_\_\_\_

Education \_\_\_\_\_

Other \_\_\_\_\_

**TOTAL** \_\_\_\_\_

##### 15 *Mortgage Loans* (balance due)

Home \_\_\_\_\_

Other \_\_\_\_\_

**TOTAL** \_\_\_\_\_

**16 TOTAL LIABILITIES** \_\_\_\_\_

**17 NET WORTH** \_\_\_\_\_

**18 LIABILITIES AND NET WORTH** \_\_\_\_\_



## On the road to 1988 Olympics

Navy martial artists gathered at Naval Amphibious Base Little Creek, Va., recently for the 2nd Annual Navy Tae Kwon Do Tournament. The event was the final opportunity for members of the Navy Tae Kwon Do Association to qualify for the U.S. National Championships at Hartford, Conn.

According to a spokesperson for the as-

sociation, five Navy fighters will compete in the nationals, first step on the road to the 1988 Olympic Games in which Tae Kwon Do is slated as a demonstration sport.

Olympic competition is still a long way off, however, and Navy competitors are currently fighting to make Tae Kwon Do an official Navy sport. According to of-

ficials at the Navy Sports Office in Washington, Tae Kwon Do must demonstrate its popularity in the Navy and other services before receiving official sponsorship.

For more information or to join the Navy Tae Kwon Do Association write to: Navy Tae Kwon Do Association, c/o Special Services Office, NAB Little Creek, Norfolk, Va. 23521. □





Clockwise from top left: Steve Goad prepares to take on an opponent; fighters meet in a flurry of kicks and blocks; Goad's family and friends study the action; winner of a hard-fought contest. Photos by JO1(SS) Peter D. Sundberg.

# Life in

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Story and photos by  
PHI David B. Loveall

**W**e were a few minutes from landing at McMurdo Station, Antarctica, when I joined a plane-load of scientists and military people in donning cold weather pants and clumsy “bunny boots”. I remembered that before leaving the jump-off point at Christchurch, New Zealand, some of the “ice veterans” had told me that runway crews at McMurdo liked to watch the new guys—“fingys” as they called them—get off the plane and stare dumbly at the vastness and stark beauty of Antarctica. I was determined to look like a veteran when I





# Antarctica

got off the plane and began trying to scuff up my brand new, snow white bunny boots.

We landed smoothly, the door was opened and a rush of dry, frigid air slammed me in the face. My nostrils were freezing, and my eyes were burning as I stepped off the plane. I stared dumbly, another fngy providing entertainment for the McMurdo ground crews.

It looked like a place forgotten by its creator, like another planet. Seventy miles away, white, knife-edged mountains circled the ice shelf we had landed on.

In terms of modern conveniences, stations in Antarctica have progressed considerably since the exploration days

of South Pole discoverers Capt. Robert F. Scott and Roald Amundsen. However, memorial crosses dotting the volcanic ash hillside near McMurdo serve as grim reminders that the continent remains anything but tame.

We rode into town aboard a 20-passenger, 11-vehicle Penguin Ice Transit System known as PITS. To say the ride was bumpy would be overly kind. We were dropped off at "Derelict Junction" in the heart of what appeared to be an old mining town—only without hitching posts and horses. We had arrived on the ice.

McMurdo Station is the primary jump-off point and main hub of activity for all work done in Antarctica. In the summer season, McMurdo's population is roughly 900—National Science Foundation workers, scientists, and U.S. Navy and Army support person-

nel. All work together in a cooperative scientific research effort. The Navy's logistical support role is provided by ski-equipped KC-130 *Hercules* cargo planes, and UH-1N *Huey* helicopters.

For the men and women of Naval Support Force Antarctica, summer deployment means September through mid-February. Since the sun never sets during this period, it also means one continuous six-month day. The advantage of constant daylight results in long, demanding work hours.

"We do have set working hours, but they're not 100 percent firm. The clocks around here don't mean a thing," said Equipment Operator 1st Class J.W. Branch. "We had a dozer crew out for a 'night's work' to clear the runway, and it came back into town three weeks later. Guys down here really hump."

Clearly, the weather in Antarctica is the main obstacle to overcome. Conditions range from ONE (severe) to THREE (sunny). "Herbies" are fierce-blowing snow storms that can disorient a person only yards away from the safety of a shelter. When "whiteouts" occur, clouds hang in the horizon and obscure all sense of direction and distance. Aviators can't fly, and outdoor activity





# Life in Antarctica

**Clockwise from right: McMurdo Station in the Antarctic; Marble Point Air Facility is a helicopter refueling station; blizzards called "Herbies" limit outside operations; snowmobiles are the workhorses of the Antarctic; a seal pup sunbathes on the McMurdo Sound ice shelf; new arrivals—fingys—debark a C-141.**

nearly comes to a halt. Temperatures in Antarctica have been recorded as low as minus 186 degrees, and at a balmy 32 or more degrees in the summer months. Because of the extremely dry air—less than 2 percent humidity—a person can work outside on a sunny zero-degree day without wind in combat greens and thermal underwear. The weather is always a key topic of discussion, but life on the ice demands more than acclimatization to the elements.

"Life in general here leaves a lot to be desired," said Photographer's Mate 2nd Class Richard Stone of Antarctic Development Squadron 6. "You miss little things in life, like not being able to wash your clothes more often than once a week, not being able to change the T.V. channel when you want to. But all the people here try to create their own fun and diversions. We have outdoor barbecues and chili cook-offs, and we get together and play trivial pursuit—things you might not do anywhere else."

Anywhere else, however, it wouldn't take Utilitiesman Joe Dolan long to find a broken sewer line. Here, the problem is under 3 feet of ice under a building. It's a typical job where Joe's basic training must take a back seat to old-fashioned horse sense and ingenuity.

"How well you survive down here may depend on how well you can utilize and improvise all aspects of your rate," he said. As he chipped away at the murky-colored ice with a hand axe, two portable heaters outside the building poured 300-degree air through flexible hoses, softening the ice and Dolan's job.

"I like the cold weather," he said, wrinkling his nose at the stench of flying sewer ice chips. "The work's good, too, although when I signed up to be a utilitiesman, I never thought I'd be doing this."

Other rates on the ice also find pecu-



iarities in their work. Equipment operators conduct bulldozer and sled re-supply runs called traverses. These operations carry fuel, food and support equipment to Marble Point, a helicopter refueling station and staging area for more remote research camps. Before pulling out on the fourth and final traverse of the season, Petty Officer 2nd Class John Hills, traverse leader,

described this unique evolution.

"It's about 140 miles and two to three days across the ice shelf, weaving around cracks and pressure ridges every step of the way," Hills said. "It's a long trip for us, but only about a half-hour flight by helicopter. Thanksgiving is about as late as we go out because of the ice condition. It looks like a relatively safe operation—





and it is—but you gotta remember that we're pulling around 80,000 pounds of bulldozer and sled over ice, with 1,000 feet of water under us."

The first thing I noticed about Hills was the huge wad of leaf chewing tobacco stuffed in his cheek. The first thing he noticed about me was my sparkling new, ultra-white bunny boots.

"Arrrrrggghh," he groaned, pointing to my feet. "I hate white bunny boots. We'll have to fix that later."

We left McMurdo Station in a yellow, box-like track vehicle called a Spryte. Once under way, Hills radioed back to McMurdo every hour or so, checking in, while constantly scanning the desolate ice shelf ahead for cracks and pressure ridges. He

stopped frequently and left the Spryte to pick at an ice fault with his climbing axe, then to drill a hole to check the strength of the ice.

We traveled less than five miles per hour—nothing happens quickly there. Hills pulled intermittently at the steering levers, and the only sounds were those of the Spryte's engine and crunching ice un-



# Life in Antarctica

Clockwise from right: A supper break inside a Jamesway shelter; EO2 John Hills drills into the ice shelf to determine its thickness; Mount Erebus, an active volcano, lies behind Marble Point; EOCN Scott Gardinier prepares one of his "ice omelets"; a bulldozer and trailers inch over the McMurdo Sound ice shelf.

der the trackbelts. For miles on end, the landscape was littered with jagged ice, twisted and broken from the pressure of changing tides. Icebergs the size of apartment buildings overlooked the frozen world we had become such a miniscule part of.

After 15 hours of kidney-jarring bumps, and still a day and a half away from Marble Point, we stopped at midnight to rest. Petty Officer 2nd Class Jim Porter, a dozer driver, lit off a diesel stove to heat the sleeping shelter we towed on one of the sleds. I noticed that each side of the shelter held bunk beds, three high. Porter explained the arrangement.

"These racks are temperature controlled," he said. "The one next to the floor is about 30 degrees, and the one at the top is a toasty 100 degrees." (Like Goldilocks, I chose one of the middle racks that was "just right".) After I rested, my education continued.

The second dozer driver, Scott "Hoss" Gardinier, was assigned cook. I watched as he poured water into tins of dried green peppers and onions, the first steps in preparing his famous "ice omelets". As Hoss prepared breakfast, my attention was taken by an odd pair of bunny boots lying on the floor of the shelter; odd because they were painted a bright international orange.

"Hey," I hollered, "whose boots?" The snickers and chuckles around me were all the answer I required. "My boots! Those ugly suckers are my boots!" Hills glanced over at me, a smirk on his face, and said, "I hate white bunny boots."

Pranks and ice humor are a way of life in Antarctica. In McMurdo there's a road sign that reads, "Texaco Ahead," and on the road that crosses the ice shelf to the ice runway, some inventive person placed a "deer crossing" warning sign for the benefit of all fingy travelers.

In the McMurdo barracks, humor eased



the tension created when four roommates lived virtually on top of each other during an isolated five-month tour.

A classic example was the legendary Room 233 gag. While Electronics Technician 2nd Class Mike Vick worked late one evening, his three roommates stripped the room. When they'd finished, all that

remained was Vick's mattress and a note which read, "Dear Mike, I know you've been cheating. I've taken the kids and went to mother's."

It took three days to put the room back into shape. On the ice, you take a good three-day diversion where you find it.

Antarctica's December weather was a





tropical 32 degrees and brought rapidly melting snow. McMurdo Station quickly turned into a quagmire of mud and muck, and lived up to its old mining town image. The snow runoff started the Bean River flowing through town past the tiny park and under the fishing bridge. There was talk of the catch being better than last sea-

son, which yielded not a single nibble and no sightings of fish.

My month in Antarctica was over. As I waited for my flight out, I collected recent memories and deliberately scuffed my dirty orange bunny boots on the ice. I watched the plane touch down on the ice runway and taxi to a stop. An impressive

load of fingys began to disembark. I could tell they were fingys—every one of them stared dumbly at the vastness and beauty of Antarctica. Every one of them wore unblemished, snow-white bunny boots. □

*Loveall is assigned to FltAVComPac, San Diego.*

# TRAGEDY AT LENA DELTA

Story by Jan Kenneth Herman

For many casual and serious students of exploration, the names Kane, Greely, Nansen, Amundsen, Peary, and Byrd are forever linked with the Arctic. But how many remember George De Long, George Melville, James Ambler, and the voyage of the *Jeannette*?

In a basement storeroom at the Naval Medical Command's Building 2 rests a massive bronze tablet that once hung in the Naval Medical School library. It commemorates the tragic fate of Passed Assistant Surgeon James Markham Ambler and his fellow crewmen of the arctic steamer *Jeannette*. Their story reads like a classic novel with all the essential ingredients—discovery, adventure, sacrifice, heroism, and the struggle to survive against the odds. The story of *Jeannette* began in the 1870s with a young naval officer's ambition to conquer one of Earth's last frontiers—the North Pole—and ended along the frozen banks of Siberia's Lena River in 1883.

## Birth of an expedition

By the last quarter of the 19th century, many nations, including the United States, had tried and failed to reach the North Pole. Some explorers were forced to turn back when polar ice blocked their way. Others, who believed the pole might be accessible by ship, ventured too far and became entrapped in the ice, suffering frightful losses of life. Yet the quest continued.

Lt. Cmdr. George W. De Long made the next attempt. The U.S. Naval Academy graduate had served aboard several

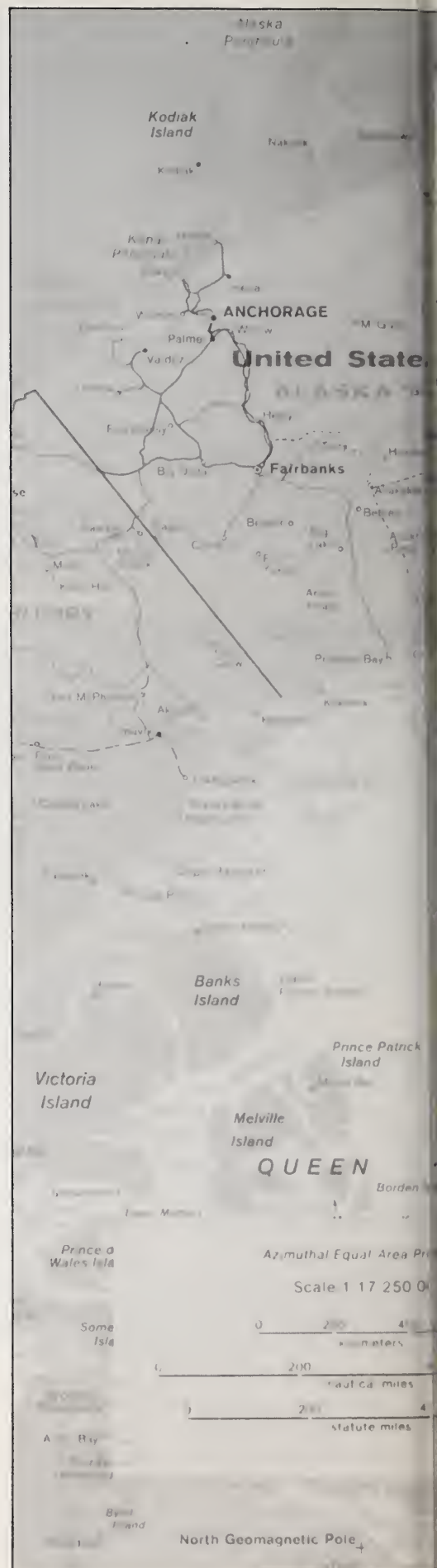
warships before getting his first arctic experience helping search for the missing exploring steamer *Polaris*. His determination to return to the Arctic translated into a correspondence and a friendship with James Gordon Bennett, owner of the *New York Herald*. Would Bennett be interested in funding an expedition if the Navy supplied the officers and men? The answer was an emphatic yes. The controversial and somewhat eccentric publisher was one of the wealthiest and most powerful men of his time. When the news lagged, he created it. It was the *Herald* that had sent Henry Stanley to Africa in search of the missing Dr. David Livingston.

Bennett wasted no time. He purchased the *Pandora*—a 142-foot barque-rigged steamer—in England, renamed her *Jeannette*, and took her to San Francisco for refitting.

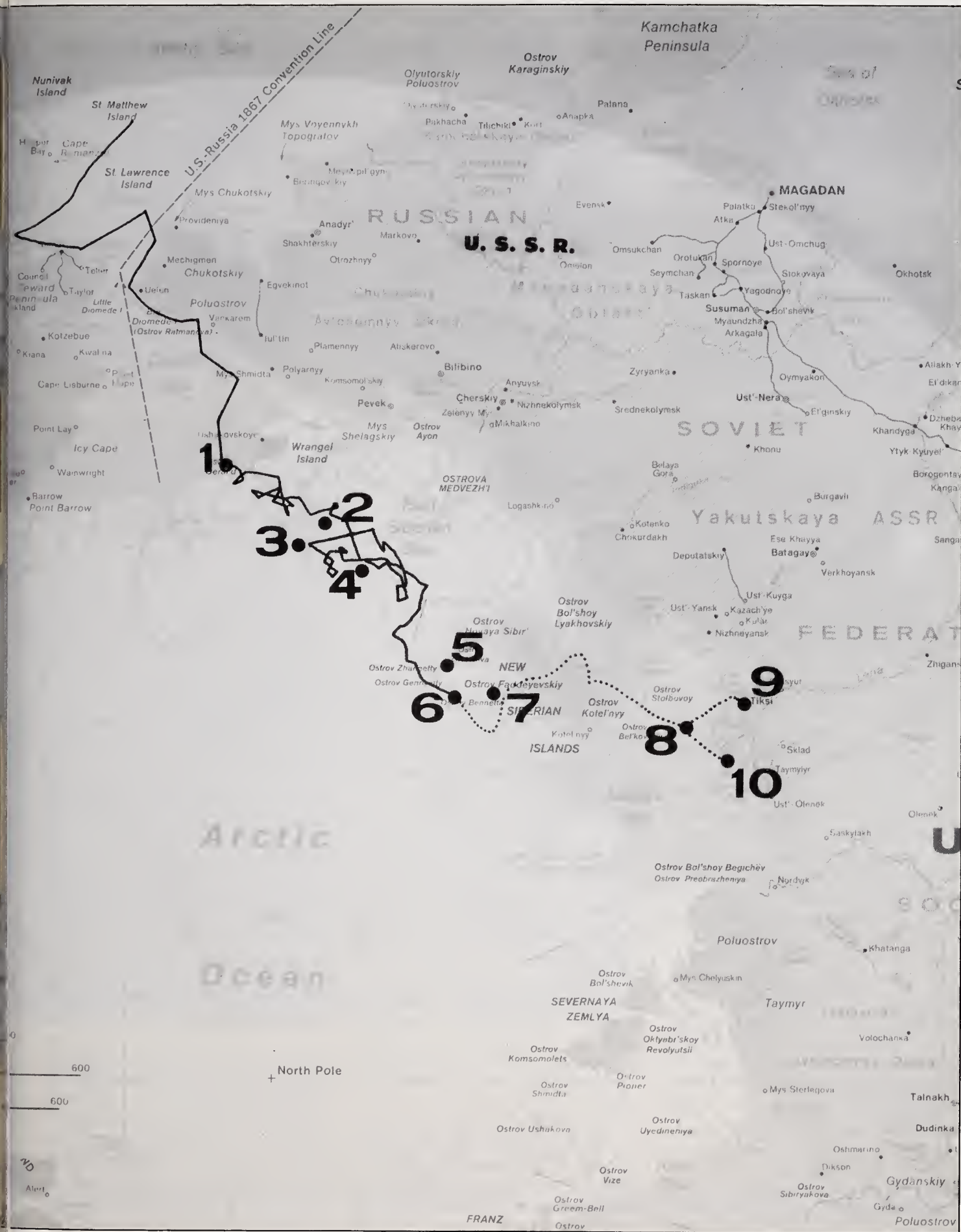
Wielding power and influence, he engineered a bill through Congress that converted the ship into a U.S. Navy vessel. The act also authorized the secretary of the Navy to detail line officers and crew-

## Track of the *Jeannette* and her crew:

1. Frozen in ice Sept. 6, 1879
2. April 18, 1880
3. Aug. 13, 1880
4. April 26, 1880 and returned almost to same position Nov. 3, 1880
5. Discovered *Jeannette* Island May 17, 1881
6. *Jeannette* crushed by ice June 12, 1881
7. Discovered Bennett Island July 29, 1881
8. Boats separated by gale Sept. 12, 1881
9. Melville's landing Sept. 16, 1881
10. De Long's landing Sept. 17, 1881









men to *Jeannette*. De Long would head the expedition.

Refitting began at a San Francisco yard. Shipwrights buttressed portions of the steamer's wooden hull with solid Oregon pine inside the bow. They sheathed the stem with wrought iron and iron straps bolted to her outer planking. From the waterline to below the turn of the bilge, American elm planks gave the hull a new thickness of more than 19 inches. Workmen bolted massive wooden beams athwartship for lateral strength and installed new boilers. Felt insulation was applied to the insides of the wardroom and forecabin. By July 1879 the work was completed and three years' worth of coal and provisions were loaded aboard. Few doubted that *Jeannette* was as ready for arctic cruising as any ship had ever been.

Bennett and the secretary of the Navy exercised care in picking the crew. Lt. Charles W. Chipp, second in command, was a trusted officer and first-rate seaman. The navigator was Lt. John W. Danenhower. Chief Engineer George Melville, an experienced Civil War ironclad veteran, was in charge of the ship's engines and other machinery. Ice pilot William Dunbar, an ex-whaler, was said to have cut his teeth on the polar ice. Raymond Lee Newcomb, the expedition's naturalist and taxidermist, hoped to study and bring home specimens of arctic flora and fauna. Bennett appointed Jerome Collins, *Herald* staff-weather reporter, as meteorologist.

*Jeannette*'s physician was 31-year-old James Markham Ambler. Ambler began his military career as a 16-year-old Virginia cavalryman fighting for the Confederacy. After the war he studied medicine at the University of Maryland and joined the Navy in 1874. While stationed at the naval hospital in Norfolk, he passed assistant surgeon received a telegram from De Long asking him to join the crew. For Ambler, the prospect of arctic adventure was irresistible.

## On to the pole

On July 8, 1879, festooned with signal pennants and with appropriate ceremony,

*Jeannette* weighed anchor, steamed through the Golden Gate, and set her course for the North Pole.

The ship put in at several Alaskan ports to take on sleds, dogs, other supplies, and two Alaskan Indians as hunters and dog-drivers. After crossing the Bering Strait and stopping at Kolyuchin Bay on the Siberian coast, *Jeannette* headed north toward Wrangel Island. De Long, like many of his contemporaries, hypothesized that Wrangel Land, as it was then called, was part of a continent that traversed the pole and became Greenland on the other side. If necessary, he would anchor the ship on Wrangel Land's south coast and continue the trek to the pole by dog sled.

## Ice prisoner

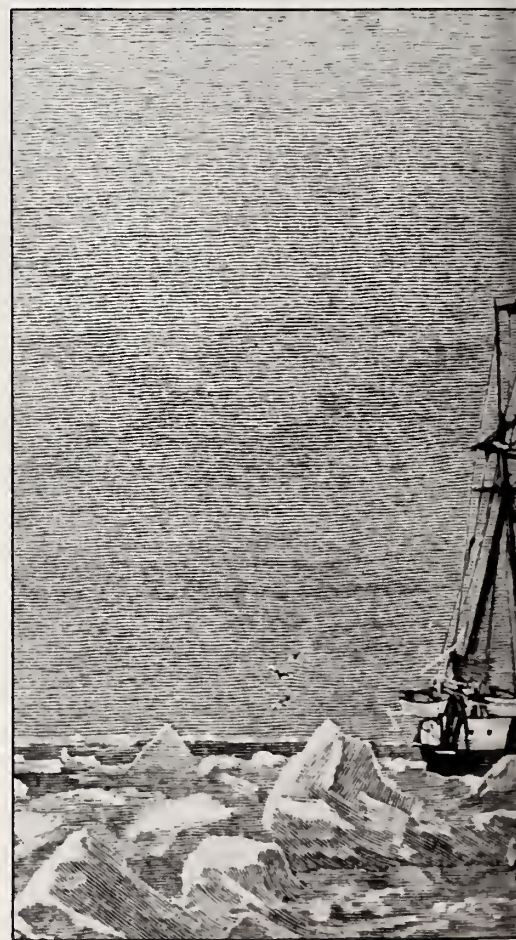
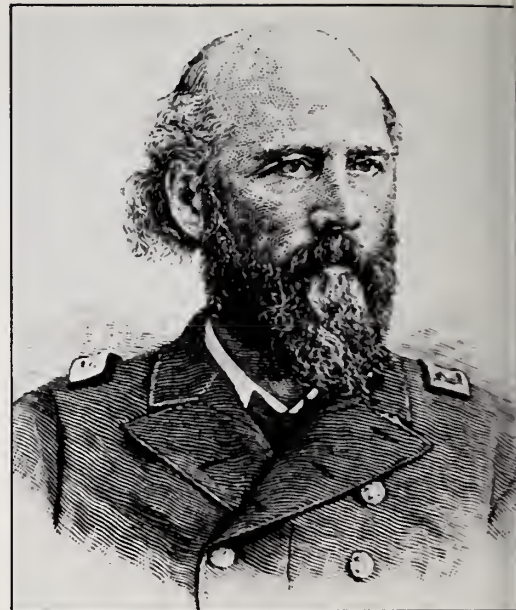
Just two months after leaving San Francisco, *Jeannette* encountered heavy ice. De Long carefully threaded her through the floes, but on Sept. 5, 1879, all progress stopped. The following morning, the captain and crew awoke to find themselves stuck fast.

"As far as the eye can range is ice, and not only does it look as if it had never broken up and become water, but it also looks as if it never would," wrote De Long in his journal. (1)

The expedition and its hopes were imprisoned for an indeterminate sentence. The men could only hope to survive a winter in their greenless, white, monochromatic world and wait for spring.

Monotony and isolation coexisted with challenge and discovery. During the day, the men left the ship and hunted seal, walrus, and polar bear to augment their diet of canned chicken and turkey, a fare the crew described as looking like "a railroad accident." (2) At dusk the brilliant ice glare often gave way to breathtaking auroral displays and skies drenched with stars.

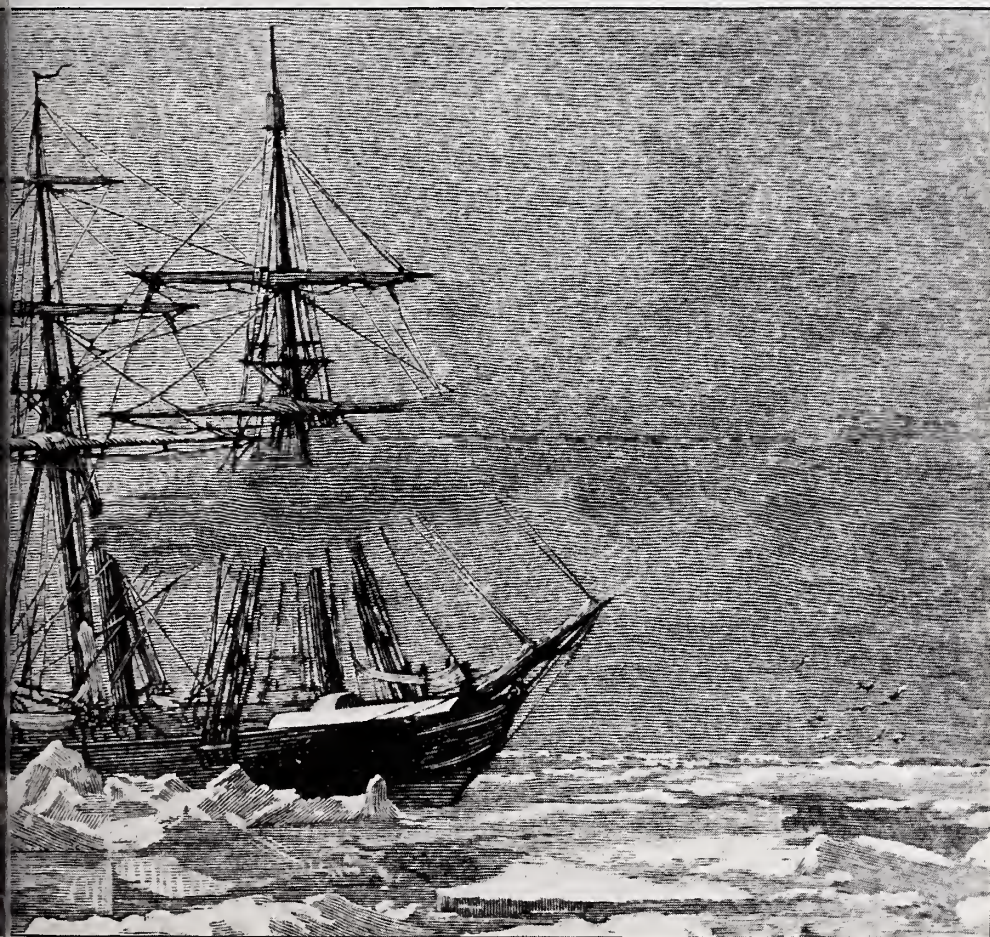
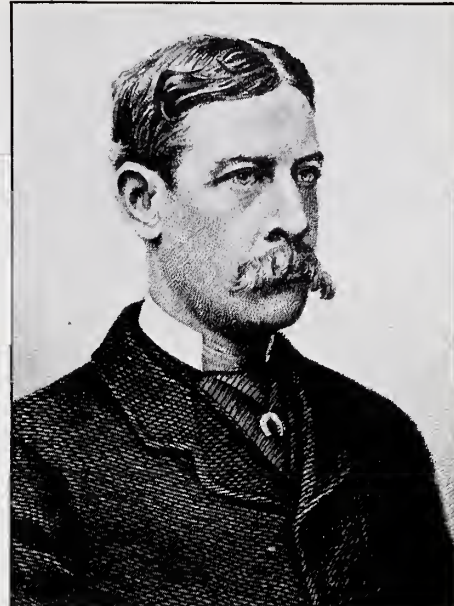
As ice pressured the hull, one could hear the snapping and crackling of bolts and timbers. Windless nights were ghostly quiet but for the barking of the dogs. And each succeeding day the ice pack drifted northwestward with its prisoner. The days



grew shorter until the pale sun disappeared altogether and the temperature dropped to 45 degrees below zero.

On Jan. 19, 1880, *Jeannette*'s fragility became more evident. Skipper De Long described "a loud noise as if the cracking of the ship's frame from some great pressure." (3) His worst fears were confirmed as icy water suddenly poured into the





Four players in the Jeannette drama were (top, left to right) Chief Engineer George Melville, who survived to recover his shipmates' remains and tell their story; Passed Assistant Surgeon James M. Ambler, who chose to share the fate of his starving companions; Lt. Cmdr. George W. De Long, Jeannette's commanding officer; and publisher James Gordon Bennett, who funded the expedition. The ice closed in on Jeannette (left) for the last time on June 12, 1881.

tive medicine kept the crew healthy. The men received their daily rations of lime juice, and scurvy was never a problem. Neither did the young surgeon let down on sanitation and hygiene. He saw that garbage details removed the ship's refuse, and he periodically sampled the ship's below-deck atmosphere for toxic gases and excessive dampness.

The procurement of fresh water was the biggest concern. "Should we be so fortunate as to return without having the scurvy break out among us I think it will be because we had pure water to drink . . .," wrote Ambler. (5) The ice pack and snowfall in no way insured a ready fresh water supply, being far too salty for drinking or cooking. The ship's distilling unit worked overtime to keep up with the demand.

Ambler's one chronic patient was Danenhower, who suffered a serious eye affliction. For many months the navigator was confined to his bunk in great pain.

#### Retreat

The first winter gave way to spring, but the ship remained stuck in the ice, no closer

bilges. Only heroic efforts at the pumps kept the rising water in check. For months crewmen manning hand pumps worked around the clock just to keep ahead of water, steam pumps alone were not enough to keep the ship afloat.

The persistent leak and the heaving of the ice were worrisome. "The noise was not calculated to calm one's mind," De

Long wrote. "I know of no sound on shore that can be compared to it. A rumble, a shriek, a groan, and a crash of a falling house all might serve to convey an idea of the noise which this motion of ice-floes is accompanied." (4)

Through the long months of aimless drifting, Ambler continued to practice his profession. His vigorous brand of preven-



to the North Pole than months before. A second winter came, followed by another spring. The routine wore on De Long and the crew.

"There can be no greater wear and tear on a man's mind and patience than life in this pack. The absolute monotony; the unchanging round of hours; the wakening to the same things and the same conditions that one saw just before losing one's self in sleep; the same faces; the same dogs; the same ice. . . ." (6) *Jeannette's* skipper faced the reality of inevitable defeat. "A ship having the North Pole for an objective point must get to the pole, otherwise her best efforts are a failure." (7)

On June 12, 1881, the ice ended the stalemate. *Jeannette* broke free and lay in open water between two floes. All cheered to the possibility of continuing the voyage. Suddenly the ice shifted, the channel narrowed, and the ship's once stout hull gave way like an egg shell in a vise. Water slowly rose in the hold and the men abandoned ship, taking with them two small open cutters, a whaleboat, and 60 days' provisions. One by one *Jeannette's* spars toppled and she slipped beneath the ice with but her foremast still upright. At 77° 15' North and 155° east, the crew was alone in the middle of the frozen East Siberian sea.

What followed must be one of the most epic journeys in the history of arctic exploration. De Long and his 33-man crew began the long trek over the ice, dragging their boats and supplies with them. Their destination was the settlements thought to lie along the Lena River on Siberia's northern shore.

Oak runners shod with whalebone had been affixed to the boats. One cutter weighed 3,000 pounds; the second 2,300 pounds; the whaleboat weighed 2,500. The five sleds with their provisions weighed close to 6,600 pounds. Ambler harnessed two starving dogs to a sled upon which he lashed surgical instruments, medical stores, and records and then took his turn on the tow ropes. Fissures and massive blocks of ice were in the way. The boats were so heavy that the entire crew first had to drag one, then another. They walked many miles back and forth just to gain but

a mile or two nearer their goal. And only De Long knew that even as they trudged southward the ice was moving even faster northward.

The weather worsened—sleet, rain and fog alternated with blinding glare. The men were always wet, and Ambler's sick list grew. On July 29, 1881, after 42 days of terrible trials, they landed on solid ground, raised the American flag, and named the uncharted island Bennett in honor of their benefactor. They rested several days and then continued their voyage south until they reached the New Siberian Islands. There they hunted and rested, embarking from Semenovski Island Sept. 12.

That night a terrible gale from the north-east separated the boats. Chipp's cutter foundered with the loss of all hands. The remaining two boats under the commands of De Long and Melville became separated, and the former's craft nearly swamped. The "gale increased, carried away our mast at the foot and we became a wreck, taking in water, wallowing in the trough of the sea the whole night . . ." wrote Ambler. (8) Several days later the two boats went ashore many miles apart on the Lena Delta.

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## Lost in the Delta

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Melville's band, although exhausted and frostbitten, worked its way south for several days subsisting on tea and short rations of pemmican. De Long's party fared poorly. Provisions ran low even though Alexae, one of the Alaskan natives, managed to shoot a deer. Slowed by the sick, they made little progress following the Lena River southward. Frostbite and hypothermia continued to take their toll. Ambler was forced to amputate the severely frostbitten foot of one crewman, who succumbed shortly thereafter. De Long decided and his surgeon concurred that no man would be left to die alone. The pemmican ran out, and each day another crewman either sickened, weakened, or died. On Oct. 9, Ambler wrote:

Yesterday without food except the alcohol. The Capt. spoke of giving the men option to-day of making



their way as best they could, that he could not keep up. . . . I told him if he gave up I took command and that no one should leave him as long as I was alive. I then suggested that we send two men ahead to try to make the settlement, and that we make the best of our way with the rest of the party. This was done. . . . (9)

Two of the strongest, W.F. Nindemann and L.P. Noros, were sent ahead to find help, and De Long gave Ambler the option of going along but he refused, choosing instead to remain with the sick and ultimately to share their fate.

Three days later, out of food, the survivors drank grain alcohol fuel and ate short rations of glycerine. They sought shelter from the wind and snow in a hollow in the river bank. On the 18th, Alexae expired. Those who were strong enough gnawed strips of leather from their boots. And one by one they lay down to die.

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## Epilogue

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Chief Engineer George Melville and his party encountered three natives on Sept. 19, who fed and sheltered them and then showed the way to a Russian settlement.

Nindemann and Noros were rescued by other natives several days after leaving De Long and the others. Bad weather and difficulty in communicating with their res-





cuers delayed their reunion with Melville, who set out to find the De Long party. Hampered by a lack of provisions and bitter cold weather, Melville reluctantly concluded that De Long and his companions had perished. He decided to wait until spring to search for their remains.

The following March, Melville searched much of the Lena Delta before finding what he was looking for. He constructed a crude tomb and buried his comrades, marking the site with a 22-foot wooden cross.

It was not until the close of 1883 that another U.S. Navy party returned to Siberia and recovered the frozen bodies. De Long and several other members of the crew were reinterred in New York City with full military honors. Ambler came home to a quiet country churchyard in the rolling foothills of Virginia's Blue Ridge. Years later Navy medical officers erected a bronze memorial in the simple, gothic, one-room church where Ambler and his family once had worshipped. Its simple, poignant inscription duplicates the tablet that once held a place of honor at the Naval Medical School. "His sense of duty was stronger than his love of life."

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The crew retreated south across the frozen East Siberian Sea toward open water (above left) dragging thousands of pounds in boats and supplies with them. A gale separated the three boats (above); one boat foundered with the loss of all hands.

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Herman is editor of U.S. Navy Medicine.

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## Jeannette update

The March-April 1984 *U.S. Navy Medicine* story on the voyage of the *Jeannette* continues to draw interest. Recently, Mrs. Julia A. Cox, grandniece of Dr. James M. Ambler, surgeon of the arctic steamer *Jeannette*, forwarded her greatuncle's dress uniform and sword to the Navy Memorial Museum at the Washington Navy Yard.



# The Navy on and

The polar ice cap.

It is an expanse of ice floes, pressure ridges and narrow navigable passages called leads.

It is an environment where "warm" days offer minus 30-degree Fahrenheit temperatures, if the wind isn't blowing. If the wind picks up, the wind chill factor brings temperatures to minus 40, 50, or 60 degrees.

Chief of Naval Operations, Adm. James D. Watkins, recently visited Ice Camp Opal in the Arctic—one of three scientific research camps established there this year—and described how and why the Navy is operating in that demanding area of the world.

"The Arctic is an area which the Soviets have almost assumed is their private lake, a hideaway where they have sole autonomy.

"Over the past 20 years, the Navy has been involved in modest experimental work in the Arctic—periodic deployment of our submarines, and the like. But in the last four years I have accelerated our program. The whole concept of the Soviet Union is one of deployment of their forces out of their Northern Fleet into the Atlantic or into the Arctic, the Arctic specifically in the case of their ballistic missile submarines.

"From this vantage point, were the United States not to have any (Arctic operational) capabilities, it would give the Soviets a free reign, a sanctuary. Our whole strategic concept is forward deployed forces to carry the fight to the enemy. Therefore, we must master this area where they have found this particular hideaway."

Vice Adm. N.R. Thunman, deputy chief of naval operations for submarine warfare, accompanied the CNO to the ice camp. As part of their visit, they boarded USS *Trepang* (SSN 674), which surfaced near the camp, and sailed un-





# under the ice



Far left: Members of the polar research team remove ice from Trepang's access hatch. Above: A DeHavilland Twin Otter is preheated for flight. Left: Scotsman Rick Airey, a member of the naval scientific research team.

# The Navy on and under the ice

der the ice for several hours for a hands-on demonstration of our Navy's ability to operate in the Arctic. Thunman summed up that ability.

"Our submarines are capable of operating against the Soviet submarines in any environment, including under the ice. We do practice up here in the Arctic, as well as in all the world's oceans, to be ready—to take them (the Soviets) on, in whatever mode of operations they choose. We have significantly expanded our operations in the Arctic. Just having come back from being aboard the submarine (*Trepang*), I was very impressed with the capability of the crew to handle the environment, to get the ship up and down in very narrow areas. We're trained to operate here, as we train to operate everywhere.

"I feel very good about the capability of any of our attack submarines to come into this environment and perform their mission."

Since 1980, naval research commitments in the Arctic have quadrupled. This includes an increased tempo of under-the-ice submarine operations and associated experiments.

Dubbed AREA, for Arctic Research and Environmental Acoustic program, Navy-sponsored research consists of experiments in oceanography, acoustics, geophysics, communications and anti-submarine warfare; this knowledge is applied to Arctic submarine operations.

AREA '85—this year's research expedition to the ice cap—consisted of three camps, or stations: Opal, Crystal and Ruby. The logistics base for the ice camps is Thule Air Base, Greenland.

The camps are established each March and manned until early May. Two conditions in the polar region dictate this narrow operational window: aircraft cannot land on the ice during darkness (March begins the period of 24 hours of daylight); and the ice begins to

melt and break up in May.

This year's experiments involved nearly 149 people, including scientists, contractors for support services (such as arctic-qualified pilots and air crews), several U.S. naval officers and P-3 *Ori-on* anti-submarine warfare aircraft and their crews. Participating Navy organizations included Naval Ocean Systems Center (including the Arctic Submarine Laboratory); Naval Research Laboratory; Naval Air Development Center; Naval Oceanographic Research and Development Agency; Patrol Squadrons 11 and 40; and the Naval Electronic Systems Command.

Other participating organizations were TRW Inc.; Sandia National Laboratory; Defense Systems Inc.; Defense Advanced Research Projects Agency; and Polar Research Laboratory.

Officer in charge of this year's expedition was Lt. Cmdr. Carl A. Wales, a graduate of Massachusetts Institute of





Technology and a former enlisted sonarman. Wales participated in similar Arctic expeditions in 1983 and 1984. Chief civilian scientist for AREA '85 was Gerald A. Gotthardt, a graduate of the University of Rhode Island and a naval scientist for 17 years. This was his first Arctic expedition.

The Polar Research Laboratory provided leaders for all the ice camps. Leader of one of the ice camps, B.M. "Beau" Buck, is a 1948 graduate of the U.S. Naval Academy and has more than 30 arctic field experiments to his credit. Buck is a 13-year Navy veteran whose specialty is underwater acoustics. Leader of the second camp was his son, Manor Buck, and A. Magnuson led the third camp.

Two men initially established each camp. They parachuted onto the ice from a ski-equipped DC-3 modified for arctic flying; dropped with them were basic materials—tents, stores, commun-

ications equipment—for setting up camp. They set up camps and prepared an ice runway so subsequent flights could take in other members of the scientific team.

Once an initial camp is in place, satellite camps are set up in a similar man-

ner. Inter-camp transportation is provided by an Arctic-adapted DeHavilland *Twin Otter* aircraft, also equipped with skis.

When research begins, holes are drilled into the ice for inserting anything from salt water batteries to acoustic devices and underwater telephones for communication between submarines and the ice camps. Antenna arrays are set up to study radio wave propagation; ice samples are sliced from cores taken out of the ice cap, and the thickness of the cap is measured. And thick it is, varying from several inches to 20 feet.

Polar ice topography consists of leads, floes (also known by the Russian name, Polynyas) and pressure ridges. The actual ice cap consists of many floes and is constantly shifting—slowly until the warm season when the floes begin to break up. Leads, which are often navigable, are areas where a floe has broken and its edges have drifted apart. The re-



Far left: John Bitters and Lt. Cmdr. Carl Wales remove ice from Trepang's access hatch. Left: Adm. James D. Watkins and Vice Adm. N.R. Thunman share a light moment aboard Trepang. Top: John Bitters and chief scientist Gerry Gotthardt drill into the polar ice. Above: The vastness of the polar ice cap dwarfs Ice Camp Opal.





# The Navy on and under the ice

maining water re-freezes, resulting in reduced thickness. Pressure ridges are where the ice has broken and the edges rub against one another, are tipped upward and create a ridge. These ridges can be up to 20 feet high and, with their blue-green hue, are an impressive sight.

Special arctic tents, rectangular in shape and sleeping four to six men, are home for the scientists. Kerosene heaters provide warmth, and electricity is provided by a portable generator. There is no running water.

This environment has no amenities. Even toilet facilities are reduced to bare essentials: the head is simply a hole drilled into the ice and surrounded by three pieces of plywood to protect an individual from the polar wind.

Inside each tent there are three temperature layers. The temperature closest to the plywood deck is about -20 F and serves as an inside freezer. The waist level temperature is in the 40s (refrigerator

level). Towards the top of the tent it is actually warm, since it is there where heat is trapped (other than that which sneaks out through the kerosene heater's chimney). Only the day's rations are stored in the tents: most of the food is stored outside—there is no need for refrigerators with the subzero temperatures.

About 20 pounds of clothing keep each member of the expedition warm when he goes outside. Long underwear is a must. A pair of special arctic woolen pants; one, two or three sweaters; and a pair of cold-weather, nylon bib overalls help insulate the body. Then there are the arctic boots, seemingly bulky but after a while quite comfortable. This is topped off by a woolen watchcap or balaclava, and a down-filled arctic parka completes the ensemble. Of course, when scurrying quickly to the privy, some of the articles may be left behind since they could

be somewhat cumbersome.

Sub-freezing temperatures are not the only danger man faces on the ice. Whiteouts are common; during a whiteout wind whips up snow flurries to the point of nonexistent visibility. Under such conditions, a man could lose all orientation, get lost and possibly die from exposure when only yards from shelter.

Frostbite, quite painful and often resulting in loss of limb or extremities—fingers and toes are most commonly claimed—is a constant danger.

Polar bears, which have no fear of man, roam the area. Scientists in the ice camps are armed with highpowered rifles and handguns to protect themselves from bears.

Possible dehydration also must be closely guarded against. The polar environment is extremely dry, and those on the ice must ensure an adequate intake of fluids. Alcoholic beverages are



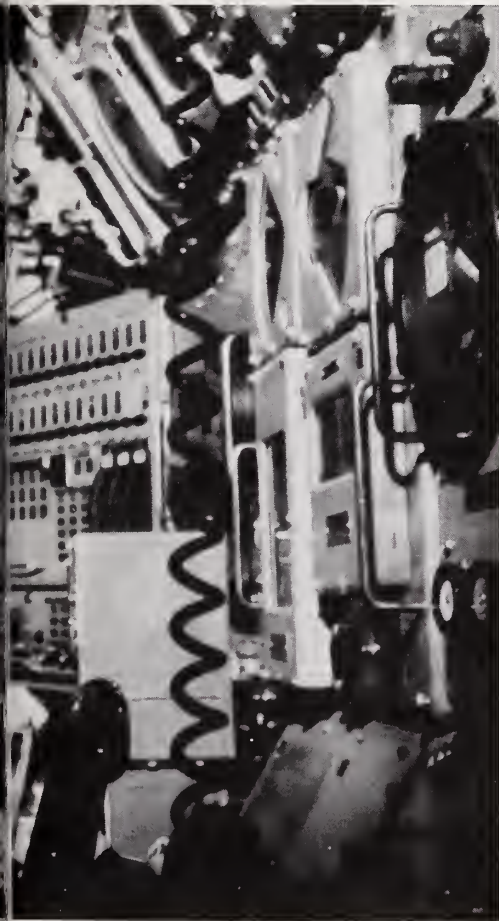


prohibited, not only because alcohol hampers an individual's performance but because it also is dehydrating.

The hostility of the environment doesn't hamper the dedicated scientists, pilots and naval officers who conduct their research there. Most of them have prior experience on the ice, through participation in scientific research or military training. Their backgrounds are varied—from commercial airline pilots specially trained in Arctic/Antarctic flying to highly decorated Vietnam veterans.

This year's data will be added to that learned during past AREA programs. Meanwhile, research will continue to update the Navy's knowledge of the Arctic environment as we learn how our operations and tactics can best be adapted to that hostile polar environment. □

—Story and photos by  
JOC(SW) Fred J. Klinkenberger Jr.



Far left: "Beau" Buck, a leader of Ice Camp Opal, checks his high-powered rifle used as protection against polar bears. Left: Sailors at Trepang's controls guide the submarine through waters below the Arctic ice cap. Top: Inside the headquarters tent at Ice Camp Opal. Above: The Tri-Turbo, a converted World War II DC-3, lands at Opal.

# Midshipman shoots for the stars

Story and photos by Dave Fraker

Sammy Nava saw the distant lights of Fresno, Calif., as he looked out the small window of his privately rented jet. He was dressed in a white tuxedo with a yellow bow tie. Sitting beside him was his date, Sandy Luna, in her custom-made white evening gown with yellow shoulder straps. They had been visiting San Francisco, and a limousine waited for them at the Fresno Air Terminal to take them to their Senior Prom at Sanger High School.

Six weeks later, when he entered the U.S. Naval Academy, Nava had \$10 in his pocket. He is one of eight Sanger High School Navy Junior Reserve Officer Training Corps students to be accepted there—the most from a single school in one year.

Why such an expensive and extravagant prom night?

“When I first entered Sanger four years ago, I knew I wanted to leave in style, and I planned and saved for that one special night since then,” said Nava.

The 17-year-old honor student’s philosophy is simple: “If you shoot for the stars, you may not get there, but you could get the moon.”

Nava’s story is one of persistence, not taking no for an answer, not giving in to peer pressure, and having a very warm, passionate and loving grandmother.

Shortly after Nava was born, he was sent to stay with his grandmother and ended up living with her. He has lived in the same tiny two-bedroom apartment, attended the same church and stayed in Sanger all his life.

Nava said, “When I was little, she would read to me and always gave me

advice. She helped me a great deal, even though she only had a sixth grade education.

“I always dedicated myself to my studies and set high goals for myself. I never liked to be told ‘try for something less, your goals are too high’. I now look back and am glad I lived with my grandmother.

“My real mother and father are divorced, and my dad is a pastor with a congregation in Indio, Calif. My mom lives in Arizona and raised my older brother and sister.”

Nava’s handshake is firm, his smile is always present. He exhibits confidence in his mannerisms and his communications. Nava had been a member of Sanger’s NJROTC since his first year there and wore his Navy uniform to class each Friday.

“I saw the program as a way to help me achieve my goals and have always had an interest in the military and flying,” said Nava. Since he joined the unit, he has visited Naval Air Station Lemoore several times and completed a tiger cruise with VA-195.

“When I first entered high school, I told my counselor I wanted to attend the naval academy, and he told me to set more realistic goals like trying for a scholarship to attend Fresno State. I then found another counselor,” said Nava.

Nava’s road has not been easy. His grandmother, at 63, lives on a small, fixed income and cannot get around by herself. To increase the family’s income Nava went to work at a local fast food restaurant during his junior year and worked his way up to night manager.

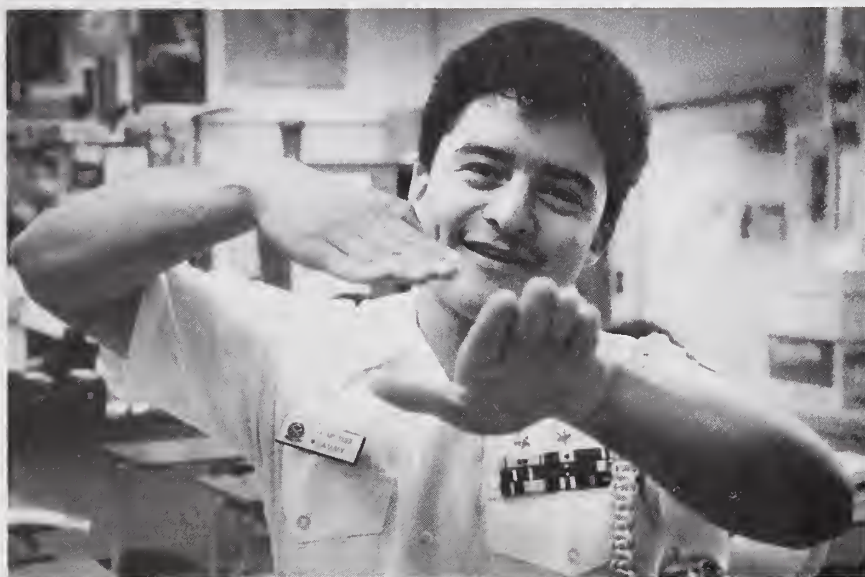
He gave part of his money to his grandmother for food and helped pay the rent. He kept his own checking account and worked five or six nights a week. His aunt and uncle are helping his grandmother now that he’s at the academy.

“Budgeting my time and controlling stress were my biggest challenges,” said Nava. “Shortly after starting work, I felt like the world was closing in on me and I had to get away.

“I took my motor scooter, some food, a bed roll and headed for the







mountains. I spent the next 30 days with nature and getting my act together.

"I have learned to budget my time and make full use of my time. I also have started practicing Yoga to learn to relax and control stress."

A typical day for Nava started at 8:10 a.m. when the bell for first class sounded—independent study, which gave him a chance to finish his physics papers.

He second class was advanced level U.S. History. Nava sat in the third desk back of the far left row. Three other seats in the same row were also occupied, and all four students were honor students.

Third period was English, one of Nava's best subjects, and fourth period was French 4. Nava's goal is to become completely trilingual. Physics followed lunch. During open study periods or wherever he could steal time, he read or finished assignments.

One day before the prom, Nava left school at 3 p.m. and went to Clovis High School to pick up his prom date. They were out to select a tuxedo.

Rock music blared from the car radio as Sammy and Sandy carried on small talk about the prom. Sandy pulled a small piece of material from her purse. She had saved enough money to have her dress custom made.

After selecting the tuxedo, Nava dropped Sandy off at her home, then headed back for Sanger. He had less



than two hours before heading for work, and his day wouldn't be finished until 1 a.m.

Nava said, during the long drive back, "I am sad about leaving, but excited about the challenges and changes ahead. I want to get my degree in aeronautical engineering, then become a Navy jet pilot.

"I want to experience what it is like to land on a carrier. I have always been interested in flight and built model airplanes at an early age."

Nava credits many of the people in his

**Opposite page: Nava jokes with his night crew at the fast food restaurant.**

**Clockwise from top left: Selecting a tuxedo for the prom; principles of aerodynamics; Nava with his family.**

church with steering him in the right direction. "Former drug addicts and school dropouts would come and tell us about their experiences, and I made up my mind never to follow in their footsteps, no matter how strong peer pressure became."□

*Fraker is editor of the Eagle, NAS Lemoore.*







# The world of Navy medicine

The world of Navy medicine is a world that co-exists with every facet of the Navy's operating forces. It's everywhere you look throughout the Navy. It's doctors and corpsmen on ships and submarines. It's hospitals and clinics throughout the world—staffed by doctors, dentists, nurses, medical service officers, administrators, enlisted people and civilians.

Vice Adm. Lewis H. Seaton, Navy surgeon general and director of naval medicine, described Navy medicine in his paper, *Navy Medicine Today*: it operates "... from the North Pole to the South Pole and on every ocean and continent of the world . . . (with) provider units ranging from a sickbay or an aid station with a single, independent-duty hospital corpsman to a large tertiary care teaching hospital with a staff of hundreds of doctors, nurses, dentists, administrators, hospital corpsmen and dental technicians."

Navy medicine includes a medical system of 31 hospitals and 188 branch medical clinics which sees 13 million patients each year, admits 250,000 in-patients, delivers 35,000 babies, and performs 150,000 surgical operations. To accomplish this, the Navy employs 4,000 medical officers, 3,000 nurses, 1,700 dentists, 2,300 administrators, 25,000 enlisted people, and 10,000 civilians.

The mission of this enormous medical system is to provide prompt and sustained

medical support to the operational forces of the Navy and Marine Corps in time of conflict and to provide health care to beneficiaries during peacetime. But today's mission did not always exist. In the early 1800s, medical care was crude by present standards. When sailors were transferred ashore for medical care, they were admitted to small hospitals or to shacks that served as sick quarters near Navy yards.

The establishment of the Bureau of Medicine and Surgery in 1842—the beginning of Navy medicine's proud tradition—greatly contributed to the development and efficiency of Navy medicine. Increased quantities of improved medical equipment and supplies became available; the medical officer corps became larger

and better organized; and the Navy's first well-equipped hospitals were built at Norfolk, Va., Philadelphia, Boston, and Brooklyn, N.Y.

After establishment of the Bureau of Medicine and Surgery, Navy medicine has a list of achievements, including:

- design and development of hospital ships capable of following the fleet around the globe;
- research in submarine medicine, including deep-diving and cold weather medicine;
- research in preserving tissue transplants;
- preservation of blood elements and development of a technique for long-term storage of frozen blood;



Left: The emergency room at Bethesda Naval Hospital, Washington, D.C. Right: A senior medical officer aboard a carrier directs emergency medical operations following a berthing space fire.

Photo by PHAN J.F. Knowles

# Navy medicine

- rehabilitation of amputees and research and construction of prosthetic devices; and
- leader in urinalysis drug testing and alcohol abuse programs.

In 1982, former Bureau of Medicine and Surgery was reorganized into the Office of the Director of Naval Medicine/Surgeon General (OP-093) and Naval Medical Command. The office of naval medicine is part of the chief of Naval Operations' staff and is responsible for policy and program development, resource planning and programming, and oversight of the Navy medical system for wartime and peacetime health care. The Naval Medical Command is responsible for program execution, professional and technical guidance, and professional development.

Field activities are organized into broad geographic regions—six in the continental U.S., one in the Pacific area and one in Europe. These geographic medical commands exercise authority over medical and dental treatment facilities in their respective areas.

How does this massive medical system remain ready to provide its number one priority—the ability to give life-saving medical care to Navy and Marine Corps operating forces? One way is through the use of the Mobile Medical Augmentation Readiness Teams. The MMARTS are forces of medical personnel trained to provide rapid care. They are kept on a rotating 48-hour alert at their parent medical treatment facilities and are able to deploy worldwide on short notice.

Since training is considered the key-stone of medical competence and professional development, the Navy operates a variety of training programs for its officer and enlisted people. Four training hospitals provide physician training in major specialty and subspecialty areas, and there are centers dedicated to aviation and undersea medicine. All enlisted personnel attend basic hospital corps school, and technicians can receive additional training in 43 enlisted specialty programs. The Navy maintains the only school in the world for training medical technicians in the field of transplantation, including transplant patient care, kidney dialysis,



Photo by JOC Barbara Cornfield

blood collection and processing, tissue collection and storage, bone marrow collection, and cryopreservation.

A major source for training for physicians is the Armed Forces Health Professions Scholarship Program. The program provides the Navy with more than 300 medical corps officers each year.

Some of the Navy's readiness training programs are geared to specific combat environments, including training in cold weather medicine, tropical/jungle survival medicine and desert/hot weather medicine.

Probably one of the most important areas of Navy medicine is research and development. Presently, efforts are designed to

evaluate adverse health effects of fleet and amphibious operations under a variety of environmental extremes and to develop new approaches to the treatment of casualties as well as techniques for improving the performance of Navy and Marine Corps personnel.

The Navy is continuing research into saturation diving, decompression procedures, storage of frozen blood, preparation of sterile water for production of resuscitation fluids, restoration of bone marrow, and techniques to produce medical selection, classification and retention standards for naval aviators.

The Navy is continually seeking to im-





prove the quality of its health care system.

This involves many factors:

- problem solving
- departmental reviews
- occurrence screening
- medical record reviews
- patient satisfaction surveys
- incident reporting
- medical staff monitoring.

To accomplish this, the Navy instituted the Quality Assurance Program in 1981. Briefly, the program is one which uses "peer review" to ensure that Navy medical beneficiaries are provided with the finest care available.

At the heart of the Quality Assurance

Program is the "credentialing process," which begins during the recruitment of medical officers and continues throughout their careers. Medical officer applicants must undergo an intensive screening which includes obtaining and verifying previous education, training and letters of recommendation. Only half of all applicants pass this review.

Each Navy doctor has a credentials file which is a compilation of initial credentials review information, proof of verification, description of medical privileges previously held, previous credentials actions, and information relating to ongoing competence, performance and conduct.

Left: Dental care is only one part of Navy medicine. Above: A medical team rushes a traffic accident victim into a shore-based Navy emergency room.

This file goes with the doctor to each of his new duty stations where it is reviewed. If found satisfactory, the doctor is granted temporary medical practice privileges. Those doctors found unfit to execute their medical responsibilities will have their privileges limited, suspended or revoked. Depending on the degree of

an infraction, a doctor may be separated from the Navy and, if so, will be reported to medical licensing agencies.

The Navy also is concerned that patients at naval hospitals have their needs addressed and problems resolved. To give patients direct access to medical commanding officers in registering complaints

or suggestions, patient hot lines have been installed in all medical facilities.

In hospitals, patient contact representatives will investigate complaints or problems and analyze patient satisfaction surveys. Patients also will get information concerning their access to health care. The advisors perform community outreach

## The Navy's quality

In the past few years, Navy medicine has been scrutinized and subjected to pressures by patients, the press and Congress. Some examples of poor medical care were greatly publicized and held up as typical of all Navy medicine practices. However, what is typical of Navy medicine is the overall excellence of the medical care provided—an excellence that is monitored and maintained by the Quality Assurance Program.

Capt. John C. Babka, head, quality assurance branch, Office of Naval Medicine, said that the Joint Commission on Accreditation of Hospitals instituted its quality assurance program in 1979, and the Navy followed suit shortly after.

"The Navy has gotten on the quality assurance bandwagon to the extent that there is no civilian hospital or medical system anywhere that can match us."

Credentialing is at the heart of quality assurance. It's a process in which a doctor's qualifications and performance are checked and rechecked. Before doctors are granted temporary medical privileges, a board of doctors reviews and verifies their previous documentation and experience. After three to six months of successful practice and constant peer review, doctors may be granted full privileges. If a doctor's performance is substandard, the Navy can limit that individual's medical privileges, can retrain the doctor in certain areas, or can separate the doctor from the

Navy and report the individual to the medical licensing agencies.

The Navy's new quality assurance program is more than simple peer review. "The main focus is to identify problems, analyze them and try to fix them," said Babka. "The second focus is ongoing monitoring and evaluation, and the third focus is coordination and integration."

Why does the Navy practice quality assurance? "Because we won't accept being mediocre," said Babka. "That isn't the way the Navy operates. We have a responsibility to our patients—active duty, retired and dependents."

"Quality assurance is important to doctors in a personal way," said Babka. "I wear a uniform, and every other Navy doctor wears the same uniform. I don't have a tag on me that says, 'I'm a good doctor,' and some other doctor doesn't wear a tag that says, 'I'm a bad doctor.' If we have a bad doctor, it rubs off on me."

A major benefit of the program is that it creates trust in the quality of Navy medical care—and trust is of prime importance. "When Navy medicine has a bad doctor or gets bad press, our patients come into our hospitals making sure they don't get bad medical care," said Babka. "A lot of what doctors can do is because our patients trust us. If we assure them they will get better, they get better. If they don't trust us, they might not get better. So,

indirectly, a bad doctor or bad press hurts me and hurts my colleagues—but most of all, it hurts our patients, and our patients deserve better."

### Medical misconceptions

Navy medicine is sometimes plagued by people whose way of thinking about health care is based on medical misconceptions. Capt. John C. Babka, head, quality assurance branch, Office of Naval Medicine, said that one of the greatest misconceptions is that doctors can diagnose illness with a simple test.

"Rarely is it that easy. Medicine is a series of educated guesses with a 95 percent probability of what the illness is. But there's always a chance you may be wrong. People can't accept that. They see on television that mechanical hearts are being put into people, and (they) believe there aren't any limits to what doctors can do."

Television can create misconceptions, but it also can help people understand medical care more realistically. "Marcus Welby was wonderful to everybody all the time. But if you remember, he rarely had more than one patient per episode. That's not realistic. A show like *ER* (a medical sitcom) brings home some of the frailties of physicians and nurses and patients," said Babka.

Another misconception is a misunderstanding of why doctors come into the



services and assist in preparing health insurance claim forms.

To provide for higher level review, each geographic region has at least one Board of Visitors which consists of commanding officers of line activities who advise the geographic medical commander on the effectiveness of health care operations and

develop recommendations on health care issues.

The people of the Navy medical community will ensure that a trained and experienced medical force is available to meet the peacetime and wartime mission and to provide the best quality medical care available anywhere.

From North Pole to South Pole and around the world, the Navy's health care professionals will continue to fulfill their mission with the commitment to excellence that has been their tradition for the last 143 years. □

—Story by JO1 Dale Hewey

# assurance program

Navy. People sometimes assume that a doctor can't be first rate if he or she is not in a high paying civilian practice.

"One of the major reasons doctors stay in the Navy is that they are genuine hu-

manitarians who hate to bill patients," said Babka. "Doctors often don't like to mess with the business end of medicine. In the Navy we don't worry about payment, so we can be more patient-oriented.

"Personally, I would much rather have a doctor taking care of me whose motivation wasn't profit. When a civilian doctor recommends surgery, you have to ask yourself, 'Do I really need it or is he just trying to make more money?' In the Navy, if a doctor recommends surgery, you know you need it. In our system you have a better chance of getting good, objective care."

Another misconception is that of lumping all Navy doctors together in one category. "If you see a Navy doctor, he loses his face—you just see the uniform. So, if you have a bad experience, you'll carry a chip on your shoulder," said Babka.

For some reason, this process of generalizing doesn't apply for civilian doctors. "If you see civilian Doctor Jones and he does a bad job, then you don't go back to Doctor Jones—but, you don't generalize. You think of him as an individual, not as 'civilian medicine.'"

A final misconception that is hard to combat is the prejudice of choosing your own doctor. People often assume that if they choose their doctor they get a better one. "Navy people have to take the doctor they're given," said Babka. "However, people should keep in mind that what they frequently like about doctors may not be relevant to quality." □

**Navy medical quality assurance is for every doctor and every patient.**



Photo by PHCS Ken Nichols

# Bearings

## Father, son and similar careers

An experienced journalist and his son had different goals but found a similar solution—they joined the Navy.

John J. Rochfort, who was in the Navy from 1968–72, became interested in the Navy again when he accompanied his son, Salvador, to a recruiting office in Chico, Calif., last October.

While advising Salvador, John learned about the Navy's Direct Procurement Program, which allows qualified people to join the Navy in advance paygrades because of civilian experience—and he's back in uniform for a six-year enlistment.

John was editor and publisher of *North*

*American Indian* magazine.

When he graduates from the Defense Information School, Fort Benjamin Harrison, Indianapolis, this summer, John will be promoted to second class under his direct procurement contract.

Salvador, who qualified for the Navy's nuclear power program and machinist mate school, will be promoted to third class after completing initial training and will then attend nuclear power school in Orlando, Fla.

John and Salvador said they hope to be stationed together sometime during their careers. ■

## Cubic Corp. supplies AIS pods

The Naval Air Systems Command has awarded a \$16.25 million contract to Cubic Corporation to produce additional airborne components for electronic air combat training ranges.

The contract calls for more than 100 P-4A Aircraft Instrumentation Subsystem pods and five P-4A test sets. Beginning in September 1985, the pods will be deployed to Navy and Air Force units. The first 42 pods delivered to the Air Force will be used at the Red Flag range, Nellis Air Force Base, Nev.

AIS pods are mounted to an aircraft's missile launcher during training missions over TACTS/ACMI ranges. Each pod is designed to measure pertinent aircraft information and sense weapon firing signals, transmitting that data to ground facilities. The pod can be mounted on any aircraft capable of carrying a *Sidewinder* missile. Different versions also are provided for internal mounting on the new F-18 fighter and externally for aircraft such as French *Mirage* jets that carry a *Magic* 550 missile. ■

Photo by PH2 Joe Wallis



Recruiter AW1 Matthew P. Cyr with SN Salvador Rochfort and AN John Rochfort.

## Sailors and Scouts camporee

Sailors and Boy Scouts from several communities along the southeastern Connecticut seaboard teamed up recently for a weekend camporee at the Admiral Fife Naval Recreation Center, Stonington, Conn.

Volunteers from Naval Submarine Base New London and ships in port hosted nearly 200 Scouts from 17 troops during the two-day event that featured a camp out on the baseball field, naval orientation and training. The event followed a "Freedom of the Seas" theme celebrating New London's Bicentennial and the Navy's 209th birthday.

The 17 Pequot District Scout troops pitched multicolored tents on the ballfield at the Fife Estate and cooked on grills set up by Construction Battalion Unit 414.

Scouts attended training sessions that mirrored requirements set by the Boy Scout Handbook, including orienteering (navigation), first aid, fire fighting (damage control), pioneering (marlinspike seamanship) and signaling.

Corpsmen from the Naval Undersea Medical Institute taught first aid.

"People need to know first aid," said Hospital Corpsman 2nd Class Erich Junger, an Eagle Scout. "We are proud to show people what we do."

Signalman 2nd Class Mike Calderon of the Naval Submarine Support Facility New London taught the scouts semaphore, the

Navy's hand-signal language.

"Semaphore is my profession," said Calderon. "Teaching these Scouts is a lot of fun. I enjoy seeing the response from them, and I'm learning something new about myself by seeing how I'm getting across to them."

Boatswain's mates taught the boys knot tying, and shipboard firefighting was taught by Senior Chief Machinist's Mate Harold Buzzell, submarine school damage control trainer.

In the orienteering session, Scouts used a compass to find their way along a trail.

The camporee closed with a traditional campfire, including award presentations, skits and song. ■

—Story by Lt. E. H. Lundquist,  
Naval Submarine Base, New London



## Show Band West swings on Coast



**MU3 Hilary Jones, drummer for Show Band West.**

Like the great stage bands and orchestras led by Count Basie, Maynard Ferguson, Duke Ellington and Stan Kenton, The Navy Band San Francisco has its own version of big band swing and current pop music: Show Band West.

Under the direction of Musician 2nd Class David Gardner, 16-piece Show Band West has completed road tours throughout the western United States. Recently, Show Band West began noonday summer concerts in San Francisco, performing at Ghirardelli Square near Fisherman's Wharf and at the Justin Herman Plaza on the city's Embarcadero.

Gardner recently reported aboard Naval Station Treasure Island from Italy where he directed a NATO Big Band.

"Directing this band has been a dream come true for me," said Gardner, "and although the group is newly organized, we've come very far with regard to the music we produce."

Though most of the selections chosen by the band come from a variety of musical origins, almost all of the arrangements are portrayed in a brassy, fiery type jazz. This kind of instrumentation was typical of the big bands in the late '40s and '50s, and popularized again in the '60s by Maynard Ferguson. Though Show Band West plays many current tunes, elements of Ferguson's style are apparent in several of the compositions. ■

—Story and photo by JO2 Roger T. Ward,  
Naval Station Treasure Island

## Recruits flip hamburgers before basic

Houston Navy recruiters and an area Wendy's fast-food service chain have teamed up to help recruits enlisting under the delayed entry program keep out of financial trouble. While awaiting their trips to basic training, the recruits are flipping hamburgers at local Wendy's restaurants.

"To the best of my knowledge, this is the only type of program available where the Navy is working with another organization to help delayed entry recruits find part-time employment before they go to boot camp," said Cmdr. William Snider, commanding office of the Houston Naval Recruiting District.

Most delayed entry recruits are in their late teens, just out of high school and looking for jobs. Many are interested in the Navy but are reluctant to wait for guaranteed schooling. The program, which began in 1983, helps the Navy keep its recruits, helps the recruits financially, and gives the fast-food service chain reliable temporary employees.

"We were losing recruits because there was no incentive for them to stay in Houston during the waiting period between sign-up and reporting," said Gerry DeFillipo,

a member of the Houston Recruiting District Assistance Council.

"The Navy has a supply of people in need of a job in a less-than-permanent situation and Wendy's, through new stores and seasonal needs, has a need for people on the same basis. Our two objectives merged real well," said Tom Taylor, Wendy's Houston regional recruiter.

"There is no guarantee of a job," Taylor said, "but an opportunity is provided for the young men and women. It's a foot in the door."

Chief Navy Counselor Leo Montez, a recruiting supervisor in north Houston, said his station has used the program since early 1984.

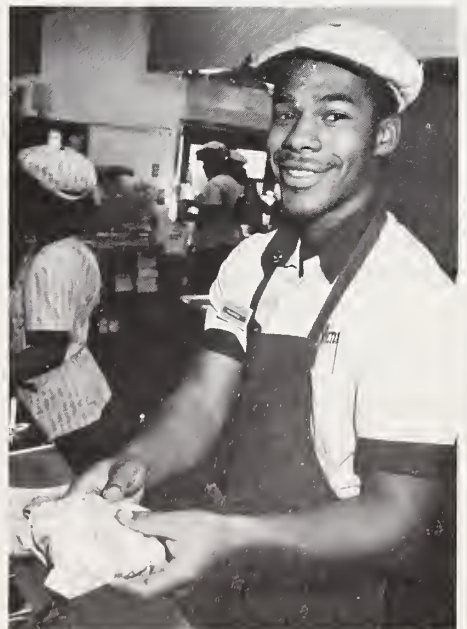
"In that time, we've had 10 recruits get jobs at Wendy's through this program," he said. "The Navy has a backlog, and a recruit may wait three to four months before going to boot camp. He may think that's too long. He may need to pay his bills now."

**Terence Bivens, a delayed entry recruit, on the job at Wendy's.**

"This is where the program helps. We tell him, 'We'll set you up in a part-time job to keep in money until you leave.'"

"He can at least pay the bills and isn't in debt when the time comes to leave for boot camp. It also gives the recruit the sense that, 'Hey, the Navy's taking care of me and I'm not even in yet,'" said Montez. ■

—Story by Ensign Beth Ann Hutko,  
NavInfo Det. 310, Houston



# Bearings

## When the patients demand quality

Ten years ago he was a jeweler's apprentice in Port Orchard, Wash. It was a delicate job that needed steady hands and the touch and imagination of a sculptor.

Today, he constructs something as valuable and priceless as gems—teeth.

Dental Technician 2nd Class Scott Emerson uses his jeweler's background to make smiling a little more pleasant for many Marines and sailors. A prosthetics expert at Marine Corps Air Station, El Toro Branch Dental Clinic, Santa Ana, Calif., Emerson said there is more than a slight similarity between the two jobs.

"They're almost identical because the tools are basically the same. Prosthetics is precision work, just as jeweler's work is," he said. "Prosthetics is also like being a mechanic—getting things to work properly. And then there's the artistic side of it, making sure the cosmetics are right. Like anything else, though, the results are not always 100 percent."

Emerson said prosthetics is a meticulous service that takes plenty of concentration and dedication. "It's a challenge. Every case I work on is different. It's not like sitting on a production line," he said.

Sharing prosthetics duties with two other technicians, Emerson said his shop is normally faced with heavy work loads, days when each technician is juggling as many as five projects, with more waiting. "It gets busy, but we keep things going smooth. If one of us gets behind, we rely on the others to help," he said.

Emerson is comfortable with his profession, well-versed in his job, but said he is always learning something new. Regardless of how difficult a case may be, Emerson said it does not deter him from producing a Grade "A" product.

"The most important thing is quality. The patients demand it." ■

—Story and photo by Sgt. Pepper Davis,  
MCAS El Toro, Santa Ana, Calif.



Prosthetic technician DT2 Emerson works at MCAS El Toro's dental branch clinic.

## NRL formula cleans statues

The Naval Research Laboratory, Washington, D.C., has developed a chemical mixture that will clean rust and corrosion from hard-to-reach shipboard metal surfaces.

The mixture, which is scheduled for testing aboard USS *John F. Kennedy* (CV 67), can be applied to a rusty metal surface as a thick paste. The outer surface of the paste will harden into film that can be easily peeled from the cleaned surface and disposed of as a solid waste.

The new chemical will make cleaning various shipboard areas such as overhead high-temperature valves and pipes more efficient and economical. The formula can be applied as soon as rust is seen, and sandblasting or washing is not needed. The mixture, once peeled, will protect sur-

faces from rusting so painting cleaned surfaces can be delayed until a number of areas need painting.

The cleaning mixture has been used on several public statues in New York City and on the two Jima Memorial, Arlington, Va. The Statue of Liberty will be cleaned by a commercial adaptation of the Navy product. ■

## Leadership essay contest winners announced

Winners of the U.S. Naval Institute's 11th annual Vincent Astor Memorial Leadership Essays Contest have been selected.

Naval Reserve Lt. Alphonsus J. Fennelly received a gold medal and \$1,500 as first place author with "The Art of Leadership, the Science of Management,

and the Leadership of Subordinates." Fennelly is a physicist with Teledyne Brown Engineering in Alabama. His essay will be published in the July issue of *Proceedings*.

Lt.j.g. Scott A. Hastings won a silver medal and \$1,000 as first honorable mention for "Putting the Spirit Behind the Sword." Hastings is assigned to USS *Gary* (FF 51).

A tie for second honorable mention went to Lt. Charles Pryde and Capt. John D. Williams. Pryde, assigned to Fleet Training Group, San Diego, wrote "Leadership and Combat." Williams, chief intelligence analyst for 1st Marine Division, wrote "Leading the Quality Force." Each received a bronze medal and \$500.

Essays were judged by the institute's editorial board for depth of research, analytical and interpretive qualities, and original thinking on the topic of leadership. ■



## Sailors help SHARE

Sailors from Recruit Training Command Great Lakes, Ill., show their community awareness when they volunteer their personal time for a self-help program in Chicago that reaches in to the local community.

Approximately 50 sailors volunteer each month to help with various jobs at the Self-Help and Resource Exchange one Saturday each month.

The sailors' day begins at 3:30 a.m. with reveille, breakfast and catching SHARE's bus at 4:30 a.m. Once at the

SHARE/food facility in Chicago, the sailors begin their work—operating fork-lifts, assembling orders, loading, sorting, directing traffic, and keeping control of the inventory.

Senior Chief Aviation Electronics Technician Phillip Cupples, leading chief of the apprentice training department at RTC and coordinator of the volunteer sailors said, "Everyone who goes down there enjoys it. The apprentice training department guys are just out of boot camp and find it a relief to help with a community project. Some have even formed new friendships there."

The volunteers are different each month. The apprentice training department has a four-week training program and SHARE/food happens once a month.

SHARE/food is an outreach of the Catholic Archdiocese of Chicago. Its purpose is to make certain that everyone in the community has enough food. SHARE/food is not a charity, but a self-help program.

The SHARE/food program connects with several local communities such as Wadsworth, Zion and Waukegan. Other national SHARE/food centers are located in San Diego and Christiansburg, Va. ■

## A jester to cure the blues

He's 6-foot-6 and weighs 229 pounds, wears size 23 quadruple E shoes, and has orange hair. He paints his face and uses an alias—and he loves doing it.

That's Construction Electrician 1st Class David Porter: Krackles the clown.

Assigned to Naval Support Force Antarctica public works department at the Naval Construction Battalion Center, Port

Hueneme, Calif., Porter began his "second life" in 1976, when his church in Annapolis, Md., needed a clown to entertain children on a bus. It was all new to him then, and he didn't know what he was doing. When the costume off the church rack didn't fit, he bought his own and he used different colors of soapstone to paint his face.

"I didn't impress the kids a bit, but I sure felt good in that costume," he said.

Porter began to look at different clown faces in books and movies and started designing his own face. He experimented until he found one that he liked. Then he met "Freddie the Fire Chief."

"He looked at me and told me that I was all wet," said Porter. Under Freddie's wing, Porter learned how to put on a good face—to use powder to keep his makeup from smearing or running.

Porter has performed around the world while deployed with the Seabees. One time, when he was stationed in Sicily at Christmas, he performed for an hour and a half at a Sicilian orphanage.

"It was my first time with a large group of kids," he said. "They didn't speak English, and I didn't speak Italian, but fun and laughter seem to be a universal language. We had a great time."

Porter performs for hospitals, church functions, special olympics and parties.

Last year, the 37-year-old Porter at-



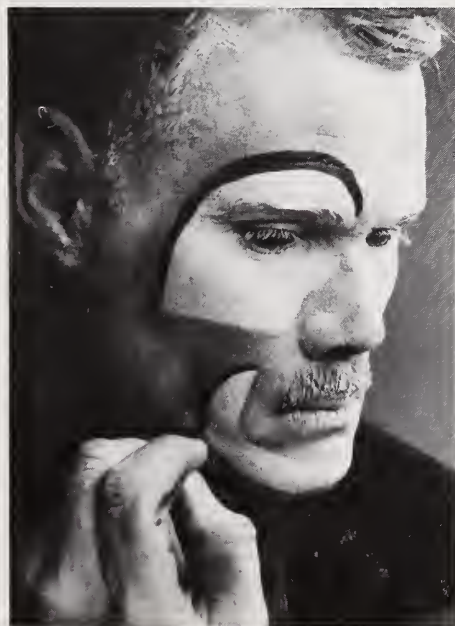
tended a Midwest clown convention in northern Indiana. "It got me more involved because I found there are a lot of people who are just like me," he said. He learned makeup techniques, skit routines, and the art of blowing up and tying balloons.

He is a member of Clown Alley, a clown club that meets in different locations around the country, and he hopes to attend the Ringling Brothers Barnum and Bailey Clown College one day.

It isn't easy being a clown, though. It is often hard work putting a smile on an unhappy face or reacting to different situations cheerfully, he said. But that doesn't stop him.

"If there is a frown that needs to be turned upside down, then that is where I want to be. I love being a clown." ■

—Story by PH2 Jim Horst,  
NCBC Port Hueneme, Calif.





# Mail Buoy

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## The Grass Is Not Always Greener

I was surprised to read in "Aviation Week" and "Space Technology" that the Navy expects aviator retention to decrease a little bit this year as more pilots leave to take a look at airline careers. I say surprised, because the airlines look a lot less attractive now than they did a few years ago. It's possible that those on active duty don't realize this. I left active duty in 1977 and was hired by an airlines company in 1978. The first two years were upbeat. But then deregulation and poor economic conditions started a slide in airline pilot pay and working conditions that is accelerating even now.

As mature airlines fall on hard times and low salary new-entrant airlines proliferate, average airline pilot pay has tumbled. My airline has avoided some of that, so my present salary is 15% above what I'd be making on active duty right now. But that's not good, considering the earning power I've lost putting up with nine months of no work while trying to land an airline job, one year of poverty-level probationary salary, a two-month mechanics' strike, a 2½-year layoff in 1981-83. My company is demanding a 24% pay cut of all present pilots, and wants to pay all pilots hired after this date at only one half of the present pay scale, for the rest of their careers (the so-called two-tier pay scale concept). One of the largest airlines in the country is already paying all pilots hired after 1983 on a permanent "C" pay scale—roughly half of that of the other pilots working on the airline. It is apparent that

my company plans further cuts in all pilots pay in the future.

But pay isn't the only difference between an airline job and a Navy career. On active duty I was an officer and a leader. Here we are labor, and simply considered as "costs," to be controlled and minimized as much as possible by management. We wear three-piece suits but are looked down upon as hourly laborers. The aviating is boring compared to my active-duty F-4 and reserve P-3 flying. And if you're a flight engineer, it's excruciating. Many airline domiciles can't compare to Miramar, Jax, Moffett, Whidbey Island, etc. It's a lonely career, with little of the camaraderie or sense of community found in Navy organizations. There are no six-month cruises, but families grow tired of the two- to seven-day absences that continue throughout your 30-year career, and the inability to plan ahead on family activities. And there are two- to three-month separations every several years for training.

Layoffs, bankruptcies, and strikes are a fact of life. It's interesting to open the pages of "The Hook" and see pictures of former airline friends happy to be on active duty again after unpleasant experiences with bankrupt airlines.

What I'm trying to say is that anyone contemplating leaving active duty should take a long, realistic look at what he can expect to find in the airlines. He might be surprised. Airline piloting's salad days are over; time off is decreasing, salaries are tumbling, and so is morale.

—Cmdr. Scott R. Baumann, USNR-R,  
Seattle, Wash.

## Reunions

• **USS Quillback (SS 424)**—Reunion planned for fall 1985. Contact Walt Brown, 10 Summit Ave., Goose Creek, S.C. 29445; telephone (803) 553-7544.

• **USS Ross (DD 563)**—Planning a reunion. Contact John Cooney, 12612 82nd Ave., Palos Park, Ill. 60464; telephone (314) 361-0561.

• **VF-143**—Planning a reunion. All former members of VF-871, VF-123, VF-53 and VF-143 are invited. Contact Lt. Scott Grundmeier, VF-143, FPO New York, N.Y. 09501-6121; telephone (804) 433-5166.

• **USS Brush (DD 745)**—Planning a re-

union for all shipmates who have served since April 17, 1944. Contact Ted J. Dvorak, 8418 15th Ave., Kenosha, Wis. 53140; telephone (414) 658-1997.

• **USS Dayton (CL 105)**—Planning a reunion. Contact Edwin Chapman, 36 Rossen Place, Bloomfield, N.J. 07003; telephone (201) 338-8410.

• **USS Henrico (APA 45), 1943 crew and officers**—To receive USS Henrico APA Newsletter, contact Don Soper, Editor, P.O. Box 627, Platte City, Mo. 64079.

• **Carrier Air Group 14 (VF/VFN/VBT/VT/VB) 1943-45 Squadrons**—Reunion Sept. 12-15, 1985, Denver. Contact CAG 14 Reunion, P.O. Box 6242, McLean, VA. 22106.

• **USS Hope (AH 7)**—Reunion Sept. 13-15, 1985, Long Beach, Calif. Contact Rew A. Wilson, P.O. Box 3613, Eureka, Calif. 95502.

• **USS Saratoga (CV 3)**—Reunion Sept. 13-15, San Diego. Contact P.R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **FASRON 118**—Reunion Sept. 13-15, 1985. Contact Warren J. Kuhn, 3605 N.E. 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **USS Osterhaus (DE 164)**—Reunion Sept. 13-15, 1985, Laramie, Wyo. Contact Melvin Frels, 18428 2nd Ave., Barstow, Ill. 61236; telephone (309) 496-2312.

• **USS Bennion (DD 662)**—Reunion Sept. 13-15, 1985, Buffalo, N.Y. Contact Thomas J. Gaughan, 4717 Springbrook Dr., Annandale, Va. 22003; telephone (703) 978-5088.

• **USS Rodman (DD 456/DMS 21)**—Reunion Sept. 13-15, 1985, Clifton, N.J. Contact Edwin Chapman, 36 Rossen Place, Bloomfield, N.J. 07003; telephone (201) 338-8410.

• **USS LST 851**—Reunion Sept. 13-15, 1985, Springfield, Ill. Contact Sidney Zeilstra, 18906 Wildwood Ave., Lansing, Ill. 60438; telephone (312) 895-6253.

• **Navy Bombing Squadron VPB 117**—Reunion Sept. 18-21, 1985, St. Louis. Contact R.J. Mallett, 7340 Granbury Circle, St. Louis, Mo. 63123; telephone (314) 843-5527.

• **USS Fanning (DD 385)**—Reunion Sept. 18-22, 1985, Bakersfield, Calif. Contact Fred Winger, 712 Hewlett St., Bakersfield, Calif. 93309; telephone (805) 323-7013.

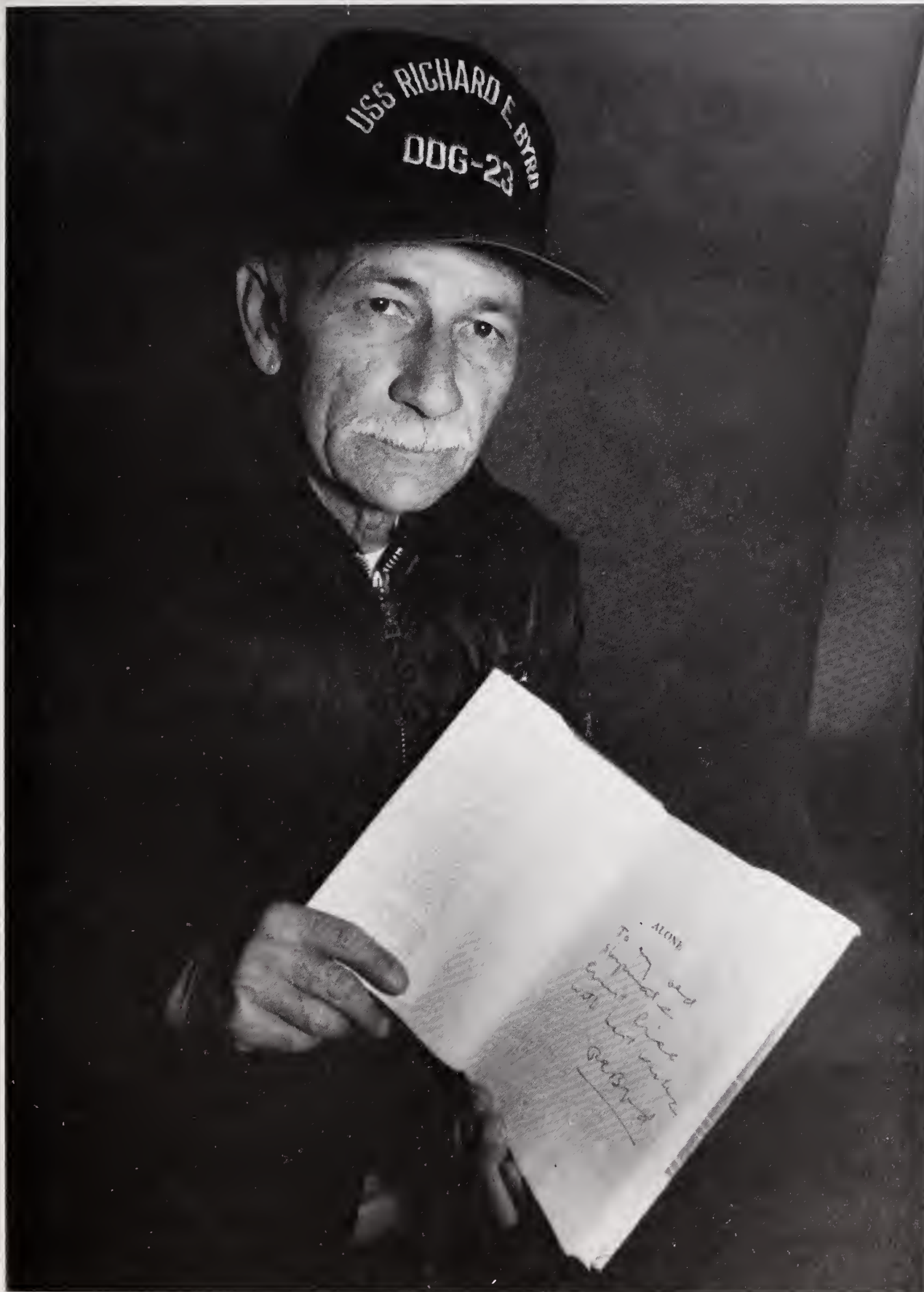
• **USS Stephen Potter (DD 538)**—Reunion Sept. 19-22, 1985, St. Louis. Contact USS Stephen Potter Assn., Don Huston, 19202 20th N.W., Seattle, Wash. 98177; telephone (206) 542-3495.

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Ernest A. Price holds a copy of Rear Adm. Richard E. Byrd's book, "Alone", which Byrd autographed for Price. Price sailed with Byrd in 1946-47 during "Operation High Jump," the largest Navy expedition to go to the Antarctic. A security officer at U.S. Naval Weapons Station, Corona, Calif., Price has been named an honorary crew member of the USS Richard E. Byrd (DDG 23).



**A trip to Antarctica ● Page 18**



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# ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1985



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# ALL HANDS

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62nd YEAR OF PUBLICATION

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## Covers

**Front:** The research submarine NR-1 leaves its base at Holy Loch, Scotland, for waters off Iceland. Photo by Emory Kristof. See story on page 24.

**Inside front:** Navy divers from Underwater Construction Team 1 return to the U.S. after their flight was hijacked by terrorists. Shown, bottom to top, are EA1 Stewart L.J. Dahl, EO1 Jeffrey J. Ingalls, SW2 Kenneth M. Bowen, and CE2 Clinton L. Suggs. Not shown is CE2 Tony D. Watson. Photo by PH1 Douglas P. Tesner.

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## The Naval Reserve

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# The Naval Reserve

## One of the biggest

By Lt.Cmdr. Tracy D. Connors

*"By the end of this decade, the United States Naval Reserve will be the 10th largest and strongest Navy in the world. Not just in the free world, but in the entire world."*

—Rear Adm. Cecil Kempf,  
Chief, Naval Reserve

One of the biggest stories in the Navy today is the Naval Reserve and the changes it is undergoing. It has, and is getting, more and better people. It is sailing the Navy's most modern ships and flying state-of-the-art aircraft. It is taking on new missions that only a few years ago would have been impossible.

"This past year witnessed a remarkable expansion in the size and capability of the Naval Reserve," noted Adm. James D. Watkins, chief of naval operations. "And, we intend to build the Naval Reserve Force into an even more capable part of the Navy team. Today, the Naval Reserve is an indispensable component of the Navy. Without its important contributions, we would not be able to fulfill our forward-deployed, high-op-tempo commitments."

To many Americans and, perhaps, even regular Navy personnel, the Naval Reserve is still a pool of replacements meant to fill the Navy's ranks only in time of war. Historically, that has been the role of the Naval Reserve and is still a part of its mission.

"We need a Naval Reserve," explained Rear Adm. Cecil Kempf, chief of the Naval Reserve, "because our country cannot afford a full time standing naval force to meet all the commitments we have during mobilization. The majority of peacetime commitments must be met by the active forces. Naval reservists simply cannot ful-

fill deployment roles, at least on a long-term basis. While a large standing force is needed during mobilization, such a force is not affordable during peacetime. The difference between what is necessary and affordable during peacetime is met by the reserve forces."

With more than 40 treaty commitments around the world, the United States needs more than 600 deployable, warfighting ships. According to Kempf, this is in addition to the required number of support ships, many of which are not deployable.

Of those 600 ships, the Naval Reserve will have about 45 by the early 1990s. "It is not as if we have 600 ships and the Naval Reserve, (but that) the Naval Reserve will comprise a significant portion of the 600-ship Navy. The Naval Reserve is no longer a force in reserve, it is a force in being," he said.

"People keep saying: 'What about this Total Force concept?' It is no longer a concept. We are here. During this last year we have moved from the conceptual into reality with Total Force," Kempf said.



Lt.Cmdr. Stephen Carlin, QMC Morton Clotfelter, YN3 Jessica Levonowicz and Cmdr. Charles Wilcox.



# stories in the Navy

## A sizeable force

Today, almost 400,000 men and women are in the Naval Reserve. The bulk of these are members of the Ready Reserve. The core of the Ready Reserve is made up of the Selected Reserve, a subset of the Ready Reserve. There are more than 100,000 Selected Reservists who drill one weekend a month and perform two weeks of annual active duty. These are the "active" inactive reservists.

## Naval Reserve Total Force mission areas

(by percentage of Total Force)

Fleet logistics support squadrons (VR)	(U.S. based) 100%
Helicopter attack squadrons light (HAL)	100%
Combat search and rescue helicopters (HC)	100%
Naval control of shipping (NCSO)	99%
Cargo handling battalions (RCHB)	86%
Military Sealift Command (MSC)	85%
Mobile construction battalions (RNCB)	68%
Special boat forces	66%
Patrol aircraft (VP)	35%
Intelligence personnel	34%
Fleet composite squadrons (VC)	33%
Medical support personnel	22%
Carrier air wings (CVWR)	14%
ASW frigates	6%
Amphibious ships	3%
Submarine support personnel	1%



Top: A reservist crew mans the bridge of USS Duncan (FFG 10). Above: Lt.Cmdr. Andy Grigsby operates a tactical display on a P-3B Orion.



# Naval Reserve

The remainder of the Ready Reserve is made up of some 74,000 people on full time active duty. This includes about 14,000 career active duty reservists responsible for the training and administration of reservists—TARs. Another 70,000 individual ready reservists who do not drill or who drill without pay are assigned to voluntary training units. About 9,000 Naval Reserve Officer Training Corps cadets are included as members of the Ready Reserve.

The Selected Reserve is the center of attention in the Naval Reserve. These are the currently trained men and women who would be mobilized first in a national emergency or for operational needs. Almost all are veteran regular Navy sailors.

The bulk of the Selected Reserve, almost 80,000, serve on the surface side. They train at 237 reserve activities in every

state. The centers are administered by 16 readiness commands. Also included in the surface reserve are 17 reserve mobile construction battalions, the Seabees.

The other 23,000 selected reservists serve with the naval air reserve in more than 50 squadrons at 23 sites in the United States. They operate more than 425 aircraft of 15 different types.

There are three types of Selected Reserve units:

- *Commissioned units*—complete operational entities such as ships, squadrons and construction battalions.

- *Reinforcing units*—trained reservists ready to augment active Navy ships and squadrons.

- *Sustaining units*—meant to augment active Navy bases, stations and other support organizations.

Commissioned units in the Naval Re-

---

## The Naval Reserve Forces

### Sea forces

34 ships

11 frigates (FF/FFG)

1 destroyer (DD)

18 minesweepers (MSO)

2 tank landing ships (LST)

2 salvage ships (ARS)

4 special boat units

### Shore and support forces

12 cargo handling battalions (CHB)

17 mobile construction battalions (MCB)

17 mobile inshore undersea warfare units (MIUWU)

6 craft of opportunity units (COOP)

2,500 reinforcing and sustaining units

### Air commissioned units

51 aircraft squadrons

2 carrier air wings

4 fighter squadrons (VF)

1 strike fighter squadron

5 light attack squadrons

1 light photographic squadron

2 carrier airborne early warning squadrons (VAW)

2 tactical electronic warfare squadrons (VAQ)

2 aerial refueling squadrons (VAK)

2 patrol air wings

13 patrol squadrons (VP)

1 helicopter air wing

1 helicopter combat support squadron (HC)

2 helicopter attack squadrons light (HAL)

2 helicopter anti-submarine squadrons (HS)

2 helicopter anti-submarine squadrons light (HSL)

1 fleet logistic support wing

2 fleet composite squadrons (VC)

12 fleet logistic support squadrons (VR)

### Naval Reserve support facilities

#### Surface

219 Naval Reserve centers

16 Naval Reserve facilities

#### Air

6 naval air stations

2 naval air facilities

7 naval air reserve (area)

8 naval air reserve centers







Far left: CE3 M. Reiber runs outside electrical wiring for a building under construction. Left: MR1 Edward Lucero uses an engraving tool. Bottom: Two reservists hook up a tow bar.



serve today include nine modern frigates, 18 minesweepers, four special boat units, six cargo handling battalions, two carrier air wings, two patrol wings, a helicopter wing, and a fleet logistic support wing.

Reinforcing and sustaining units are made up of experienced professionals in more than 30 fields, including medical, submarine forces, unified/joint shore commands, intelligence, military sea lift, air systems, merchant marine, law, public affairs, and oceanography. This is the pool of trained manpower, traditional in the Naval Reserve, that can fill regular Navy billets as needed.

The men and women comprising these reinforcing and sustaining units know where they are needed if mobilized. As often as possible, they train with their gaining command on weekends and usually on annual active duty. During their active duty periods they take their turns at the helm, stand watches and handle the same assignments as do their regular Navy counterparts.

Commissioned units would mobilize as well-trained teams to man ships, squadrons and battalions.

"There are many things that the Naval Reserve can do very well, or even better than the active forces due to experience," said Kempf. "Many of our reserve patrol squadrons are able to go out, even with slightly less modern equipment, and do a better job than active duty squadrons with better equipment," he said. The reason: "Experience, plus years of working together. Some of those crews have 15 years' experience together. That's a very significant asset. In some cases, you can make up with experience what is lacking (at least temporarily) in equipment," he explained.

Kemp said the Naval Reserve has done almost too good a job recently in showing the capabilities of the Naval Reserve. "Now we find that our plate is just about full. Everyone has jumped on the band wagon of planning for us to take on additional missions, plus performing more of the Navy's peacetime missions. Now we run the risk of becoming the answer to everyone's prayer," he said.

One of Kempf's major challenges is "to make sure that anything we undertake, we can do well. It would be very bad for the



# Naval Reserve

country, for the Navy, and for all the loyal, dedicated naval reservists who are out there trying to do their best to take on a mission that we cannot adequately fulfill. The secretary of the Navy, the chief of naval operations, and I all agree on this."

## Horizontal integration

In the past, the Naval Reserve was often issued equipment no longer needed by the regular Navy, much of it outdated and incompatible with the regular Navy mission. This problem was addressed in 1982 when Secretary of the Navy John F. Lehman Jr., a Naval Reserve aviator, announced a drive to update Naval Reserve equipment. He called it "horizontal integration."

Kempf calls it "a great blessing." He said, "What this means is that the Naval Reserve wants to and should operate the same equipment as the active forces."

By the end of 1982, four *Knox*-class frigates were part of the Naval Reserve Force. Since then, two additional *Knox*-class and three *Oliver Hazard Perry* FFGs

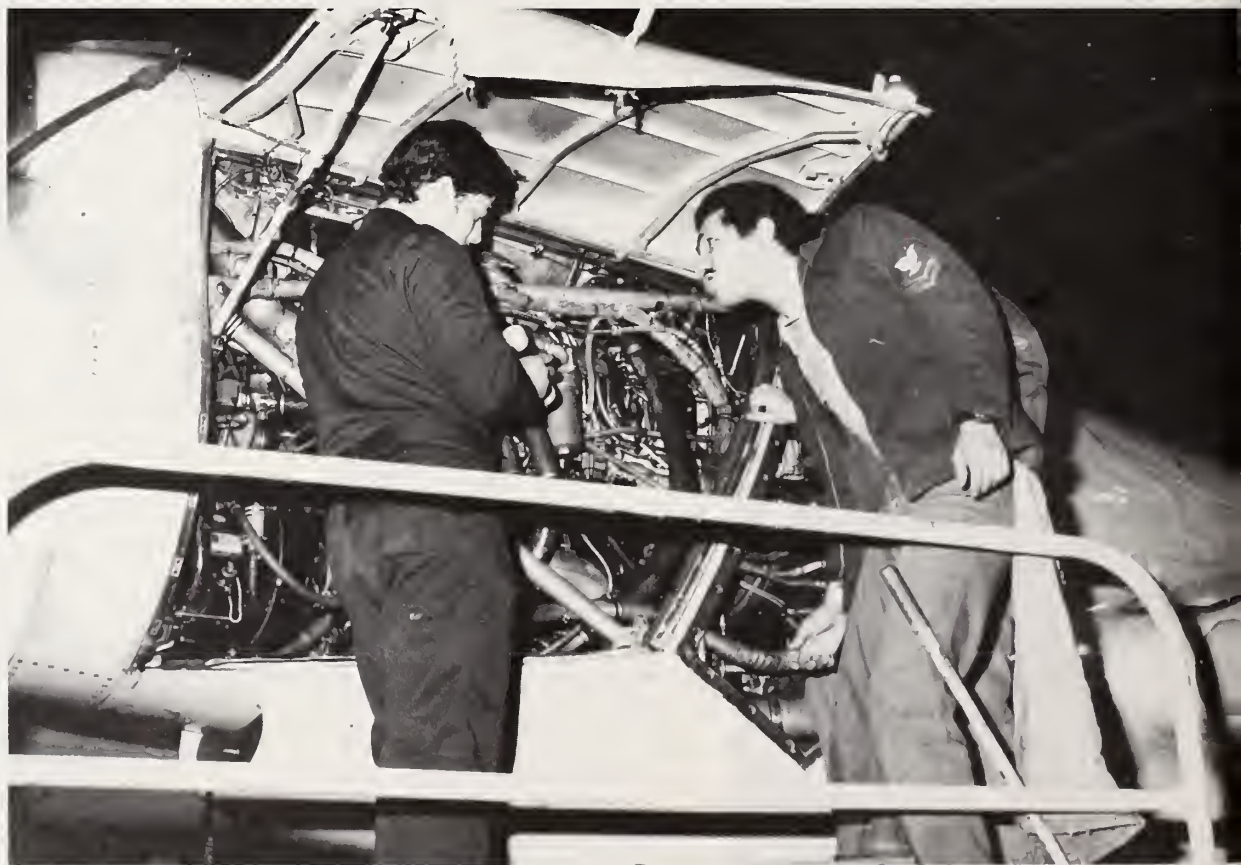
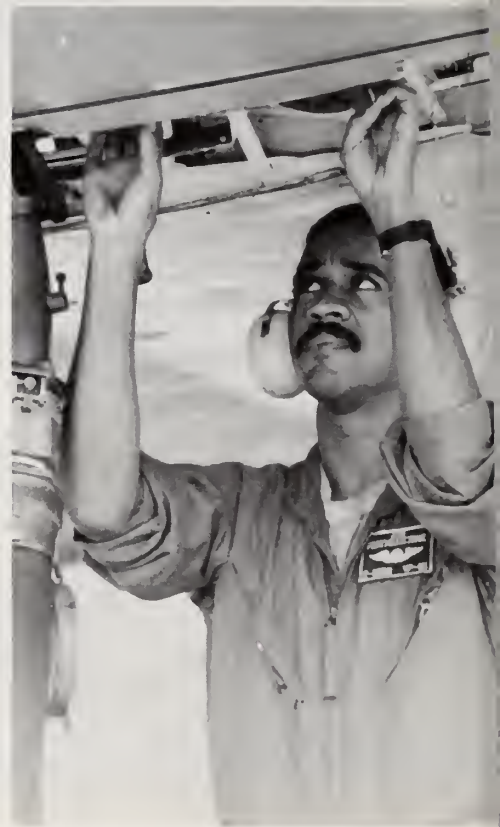
have been added. By January 1988, the NRF will include 24 frigates. "Front line equipment," noted Kempf. He pointed out that the Naval Reserve is "going to get brand new ships when the MCMs and MSHs, our two new mine countermeasures ships, are completed."

A total of 14 mine countermeasures ships are planned for construction, with delivery of the first ship in 1987. Fourteen mine sweeper/hunter class ships are planned, with the first ship scheduled for delivery in 1989. The Naval Reserve Force will receive eight of the MCMs, and all 14 of the MSHs.

"The commitment is there to modernize the Naval Reserve, both for surface and air forces," Kempf said.

Recently, reserve Attack Squadron 303 moved from Naval Air Station Alameda to Naval Air Station Lemoore, Calif., and became VFA 33, the Naval Air Reserve's

**Right: AE2 James G. Featherstone helps refuel a P-3 Orion. Below: ADAN C.M. Riccio and AD2 J.C. Laureiro work on an aircraft engine.**





first F/A-18 strike fighter squadron. Squadron members are flying with VFA 125, a Lemoore regular Navy F/A-18 squadron, until they receive their own aircraft.

Helicopter Anti-submarine Squadron 84 recently became HSL 84 when the squadron acquired SH-2F *Seasprite* helicopters. This upgrade in equipment now enables the Naval Reserve to unite its frigates and helicopters in meaningful missions.

Early Warning Squadron 78 in Norfolk, Va., has now completely transitioned to the E-2C *Hawkeye*. It was this squadron which sent crews to the Mediterranean to augment regular Navy crews as previously mentioned.

Attack Squadron 203 at Naval Air Station Cecil Field, Fla., has upgraded from the A-7B to the A-7E, and another reserve squadron, VA 205 at Naval Air Station, Atlanta, Ga., is undergoing the same transition.

Naval Reserve P-3A and P-3B *Orions* are being equipped with TacNavMod systems that will bring them up to par with

the regular Navy's P-3Cs. The upgrade should be completed by late next year.

### Training

"All of our training is geared to mobilization readiness," Kempf said. "Every single thing we do has to have a mobilization requirement attached to it. We also do many other significant things to assist the active forces—mutual support, we call it. However, mutual support must be a by-product of mobilization training we conduct."

Training reservists in landlocked areas of the country has been a particular problem, especially for surface sailors. Two methods are used to overcome the problem.

One is the shipboard simulator—SBS, a space-age computer system that brings the ship to the sailor. Plans call for 44 SBSs and another 67 damage control centers located inland throughout the country. Over half are in place now.

Although similar to a ship for training purposes, an SBS is not quite the real thing.

So, if a sailor in Kansas has a mobilization assignment to a ship, he packs his bags and travels to that ship several times each year. Called weekend away training, or WET, it is a proven cost-effective way to fill the reservists' needs for hands-on training.

The newest ships in the Naval Reserve inventory are the frigates, homeported in Newport, R.I.; Long Beach, Calif.; Charleston, S.C.; and Philadelphia—areas offering large numbers of reserve surface sailors.

Under operational control of the regular Navy, these frigates are manned by Selected Reservists, TARs, and regular Navy men.

To support these ships, four Naval Reserve Shore Intermediate Maintenance Activities were established. Manned by a mix of regular Navy, TAR and selected reservists, the SIMAs often support reg-

**Below left: BU1 D. Hubbard and a fellow reservist discuss building specifications. Right: ET2 Wayne Tajiri and ET2 Thomas Giedroc check a radar repeater.**





# Naval Reserve

ular Navy ships. In addition to the SIMAs, there are four Naval Reserve Maintenance Training facilities, located in Orange, Texas; Great Lakes, Ill.; Long Island, N.Y.; and Puget Sound, Wash.

## Mutual support

The Naval Reserve has a comprehensive program of mutual support with the regular Navy and, in some instances, carries the entire load. This assistance has increased substantially over the past year.

For example, fleet exercise support was provided by drilling reservists from most surface programs:

- Shore Intermediate Maintenance Activity reserve units provided more than 118,000 man-days in direct support of ship overhaul and rework projects.
- Supply Systems Command units performed active duty training and weekend drills in stock control, warehousing, traffic management, and stock purification.

## Sea-Air Mariner Program

The Sea-Air Mariner program—SAM—originated in 1983. Since most vacant Naval Reserve billets consist of paygrades E-2 through E-4, the Navy decided to recruit non-prior service men and women. A guiding factor in the SAM program was the need for quality as well as quantity.

The Naval Reserve was authorized to recruit 10,000 SAMs a year for the first five years.

Young men and women can be recruited from age 17. If a high school junior joins the Naval Reserve, he or she can attend recruit training during the junior-senior summer and return home for the final high school year. After high school, a SAM may attend a Navy "A" school or may remain with his or her home town reserve unit for on-the-job training.

About half of the SAMs will qualify for "A" school and many will be selected for "C" schools. After these training periods, SAMs drill in or near their home towns and perform active duty training annually.

About one out of five of new SAM recruits is scheduled to become a member of the Naval Reserve's medical force.



• Selected Reserve physicians contributed more than 8,100 man-days of health care services in Navy medical treatment facilities, including services to retired personnel and their dependents.

• Naval Reserve chaplains provided 3,400 man-days of religious support to a wide variety of active duty commands.

• Naval Reserve Security Groups provided 37,000 man-days in support of a national cryptologic project.

• Naval Reserve staff augmentation units stood watches at various command and control centers within the office of the chief of naval operations, fleet commanders in chief, and type commander headquarters. This effort substantially enhanced active duty personnel morale by alleviating excessive watch standing required due to personnel shortfalls.

• Reserve naval construction battalions contributed more than 20,000 man-days in rehabilitation projects in U.S. and overseas locations.

• Reservists from 16 readiness commands provided 10,000 man-days to the battleship *New Jersey* in most shipboard specialties.

• Mobile Inshore Undersea Warfare Unit personnel provided anti-terrorist protection through underwater surveillance at the 1984 Olympics in Los Angeles.

• Active fleet units received 94,000

**E03 R. Rodriguez constructs a cement form.**

man-days of exercise support services from surface naval reservists.

• Naval air reserve patrol squadrons flew 46 weeks of support from advanced bases at Lajes, Azores, and Misawa, Japan.

• Reserve utility squadrons supported fleet units with more than 6,000 hours in dissimilar air combat maneuvering, air intercept, radar tracking, and adversary services in fleet exercises.

## Manpower requirements

As the Naval Reserve's missions increase, so will its manpower requirements. As the regular Navy projects its own future strength through "Manpower Mobilization Systems," it also determines the number of reservists needed for mobilization.

Next year the NAMMOS requirement will be 125,000 Selected Reservists or about 22,000 more than at present. According to Kempf, it will be one of his "biggest challenges to recruit, train and retain good people. However, he said that we are moving very rapidly into Total Force retention. For example, if an active duty member has decided to leave active



duty, then that member can still be a part of the total force by affiliating with the Naval Reserve.

"That member should be told about the Naval Reserve and the opportunities to serve and advance as a reservist," Kempf said. "We should make every effort to make it as easy as possible for that member to make a smooth transition into the Naval Reserve. We need that talent, and we simply cannot afford to keep training fine young people, only to see that talent leave the Navy. We need that talent, those skills and that leadership, now and during mobilization."

Speaking to Navy members who may have decided to leave active duty, Kempf urged them to consider and to decide to affiliate with the Naval Reserve. "Not only will it be good for you monetarily, but

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## Future Missions for the Naval Reserve

The future undoubtedly holds new missions and challenges for the Naval Reserve. Possible new missions for the Naval Reserve were recently submitted to Congress:

- Creating important roles for Naval Reserve responsibility in Maritime Coastal Defense and Caribbean Sea Lines of Communications protection.

- Increasing the reserve role in the sea-going and airborne mine countermeasures mission.

- Transferring to the reserve additional amphibious capability including landing craft air cushion.

- Executing reserve augment plans for the Navy's hospital ships.

- Establishing a new reserve SAU for the Navy's Carrier Onboard Delivery squadrons.

- Establishing a new land-based aerial mission which will be assigned to the Naval air reserve pending approval as a valid operational requirement and funding.

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you can continue to gain retirement points," he said. "A Naval Reserve retirement, while not so large as one earned by an active member, is still well worth

considering in terms of overall personal financial planning." □

*Connors is a reservist on active duty with DCNO for surface warfare, Washington, D.C.*



Dr. Alan Petty, Charles Weller, Mike Brezenski and Cmdr. James Babb at the safety console in NASA's weightless training facility.

# Horizontal integration: working reservists at HS-10

Story by Lt. Jill Hawkins

Photos by PH1 Harold J. Gerwien

*"We will continue to seize on . . . opportunities to ensure that the Naval Reserve will be a fully combat ready element of the Total Force."*

—Secretary of the Navy  
John F. Lehman Jr.

Historically, naval reservists trained and drilled with outdated equipment no longer used in the regular Navy. This resulted in a reserve force unable to mobilize effectively when needed. The problem was first addressed by Secretary of the Navy John

F. Lehman Jr. in 1982 when he announced a drive to update the Naval Reserve. He termed the update "Horizontal Integration" meaning the assignment of the same types of equipment to active and reserve forces.

As a result, the aviation community developed squadron augmentation units. The SAU program provides ground, simulator and flight training for reserve air crews and maintenance training for reserve enlisted people. The program's goal is to get

aviation reservists at their maximum level of expertise so they can augment fleet squadrons during mobilization.

Augmentation units are assigned to the fleet replacement squadrons of each aircraft community, and Selected Reserve air and ground crews work and train at their respective FRS.

Is this "Horizontal Integration" working? Reserve Helicopter Anti-Submarine Squadron 0246, based at Naval Air Station North Island, San Diego, has become







a fully integrated component of its FRS, Helicopter Anti-Submarine Squadron 10.

Commander, Naval Air Reserve has assigned one active duty reserve officer, Lt. Cmdr. Jack Kirwan, and 15 active duty reserve enlisted people to HS 10. These TARs provide training, continuity of effort and administration to Selected Reservists who drill on the weekends.

Kirwan is also the reserve program officer supporting HS 0246. In this job he coordinates the activities of the Selected Reservists while filling a Navy active duty billet as a pilot instructor at HS 10. "Lt. Cmdr. Kirwan and his 15 TAR personnel make a positive contribution to the mission capabilities and the morale of HS 10, in addition to the professional expertise they provide HS 0246," said Capt. Scott Walker, HS 10 commanding officer.

The commanding officer of HS 0246, Cmdr. Tolly Swallow, is a Selected Reservist who in a civilian job works on the F-14 program in Los Angeles. When asked

how he viewed the "Total Navy" concept, Swallow said:

"The union of HS 10 with HS 0246 is a symbiotic relationship between two units. We both gain from and share each other's assets as we continue in our professional growth. It has been a positive opportunity for both sides of the Navy to know each other and work together."

HS 10's maintenance officer, Cmdr. King Deutsch, a 30-year Navy veteran, echoed that attitude. "The integration of HS 0246 into HS 10 is advantageous to both units. The Selected Reservists have the opportunity to work and train on current fleet aircraft. My maintenance personnel are able to learn the techniques and skills of their ratings from the experienced TARs who are here on a full time active duty basis."

Each reserve drill weekend, HS 10 provides 10 to 20 regular Navy people from their duty section to support reserve training.

**Opposite page:** AXAN Tom Ellis, plane captain, guides an SH-3 at HS-10's flight line. Above: Cmdr. Tolly Swallow, (left) and Lt. Cmdr. Jack Kirwan head for the flight line and Kirwan adjusts his helmet.

Like their active duty counterparts, many reservists make sacrifices for the Navy. Selected Reservists spend five days at their civilian jobs then travel to the unit's drill site one weekend a month. They then drill at an accelerated pace over the weekend to return to their jobs for another week before having a day off.

The story of HS 0246 is one of horizontal integration at its best. Reservists train with fleet aircraft in a real-life environment. The active Navy benefits from the expertise of veteran reservists and from having trained reservists ready to be employed immediately upon mobilization. □

*Hawkins is attached to the HS 10 public affairs office; Gerwien is assigned to FltAVComPac, San Diego.*

# Kennedy's overhaul



Story by Lt.j.g. Mike Wert  
Photos by PH1 Don Little

USS *John F. Kennedy* (CV 67) entered Norfolk Naval Shipyard Portsmouth, Va., in September 1984 to begin a year-long overhaul, following its deployment to the eastern Mediterranean to support the Peace Keeping Forces in Beirut.

The \$65 million overhaul saw three *Phalanx* close-in weapons support systems installed with a low profile design for easy maintenance, complete removal of two weapons elevators and the extension of two more, and catapult systems overhauled and treated for corrosion prevention while being refitted for flush-gear nose deck launch.

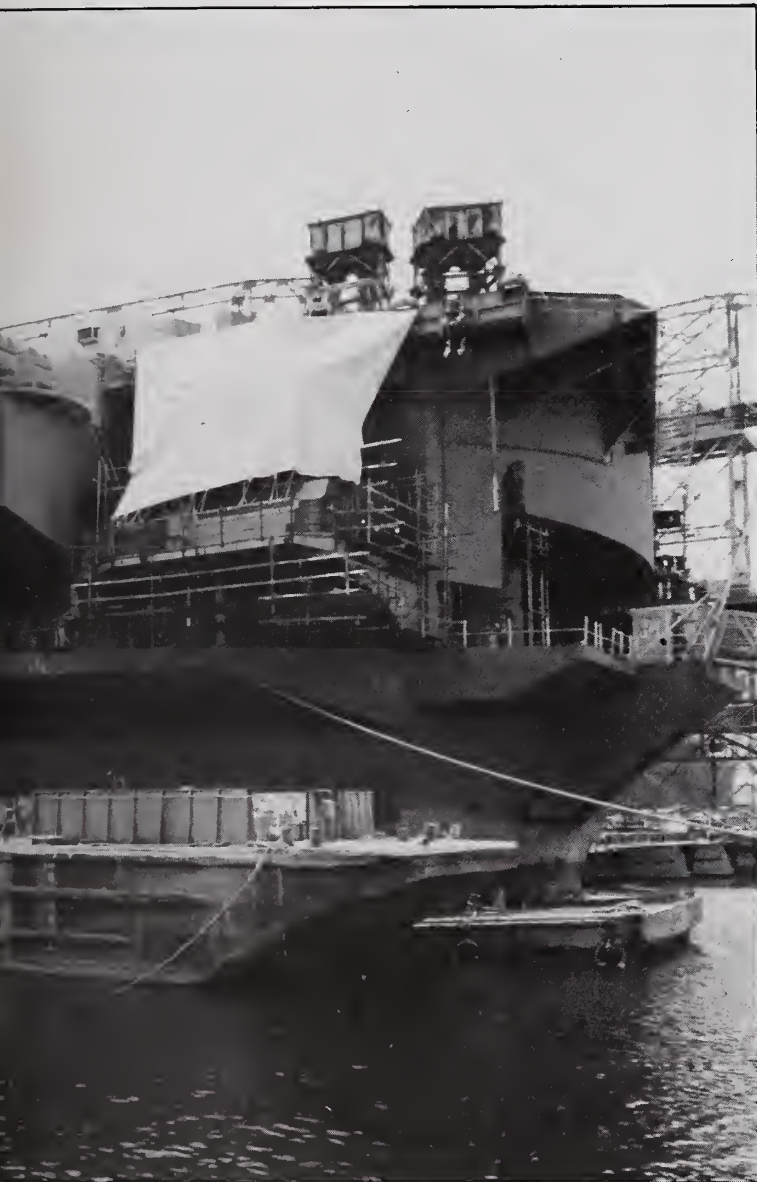
Both sides of the super-carrier, from

flight deck to water line, were taken to bare metal. Under Lt.j.g. Ed Porter, ship's force habitability officer, a crew of 104 implemented "Project 2000." In less than 12 months the crew replaced 1,269 berths. Each space was taken down to bare metal, primed, painted and retiled.

"There was a real dedication to reaching the highest quality of life on the part of everyone," Porter said. "Contractors, who do this kind of thing for their living, have said time and time again that it is the most outstanding job they've ever seen by a ship's force."

*Kennedy's* reserve contingent from South Weymouth, Mass., contributed time





All hands turned to during John F. Kennedy's overhaul, including RM3 James L. Donald and RM3 George M. Jones (below), who worked on the ship's radar rigging, and the deck department paint-slingers (below).



and muscle, and in many cases, added expertise gained from their civilian jobs.

"There was a guy who is a welder in civilian life," Aviation Electronics Technician 1st Class Daryl Kauffman said. "That guy was just great. The knowledge he contributed sped things up tremendously."

Ex-USNS *General William O. Darby*, once an Army troop carrier, was placed alongside *Kennedy* for berthing, messing and recreation during the overhaul. Improvements were also made in *Darby*—the installation of a ship-wide fire detection system, two completely equipped damage control lockers, new copper pipes,





# Kennedy



and an upgraded laundry system.

Once the basics were provided for, *John F. Kennedy's* crew created a crew's lounge aboard *Darby*. A combined lounge/game room got a new coat of paint, carpet and video games, and a former cargo hold was equipped with a pool table, card tables and bumper pool tables.

*Kennedy* obtained a bus, painted it and emblazoned its side with the legend "Golden Anchor Special II," named for the ship's current retention award. Despite the age of the bus and the daily maintenance required to keep it running, the "Golden Anchor Special II" made daily shuttles from the shipyard to metropolitan areas throughout greater Tidewater.

In June, *John F. Kennedy* received the Phoenix trophy for outstanding performance in weapons systems and equipment maintenance within the Department of Defense. *John F. Kennedy*, selected from 21 service wide military units, is the first ship to win the award.

"The competition for the Phoenix tro-

phy was keen, but in *Kennedy* we have chosen a truly worthy recipient. *Kennedy's* record, achieved under the most arduous and demanding conditions, reflects great credit upon the crew of this exceptional ship," said Deputy Secretary of Defense William H. Taft IV, who presented the award. □

*Wert and Little are assigned to USS John F. Kennedy (CV 67).*

*John F. Kennedy's* rehabilitation had everyone involved including (clockwise from left) IS1 Wayne Craigmiles pop riveting, AN David J. Vanderwall needle-gunning, RMSA Kenneth P. Curtin and RM3 Robert E. Dutcher painting, ISSN Matthew W. Whited and ATAN Victor C. Laurent standing fire watches, and SN Greg Strong mixing paint. The Phoenix Award ceremony (right): Assistant Secretary of Defense L.J. Korb, Under Secretary of the Navy J.F. Goodrich, Deputy Secretary of Defense W.H. Taft IV, who presented the award, Capt. W.R. McGowen, commanding officer, HT3 William Corless, and EM1 Lee Norton.





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# Paths to a **commission**

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The Navy's BOOST program is just one of many ways enlisted people can become officers.

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For some Navy enlisted people, getting a college education is only a dream; becoming a naval officer might seem even more unrealistic.

The Navy has a program called BOOST to help make those dreams come true.

BOOST is exactly what it sounds like. It provides an extra educational opportunity for enlisted people who haven't been fortunate enough to get good high school educations, but who have the drive to better themselves and who are prepared to work hard toward getting commissions, the ultimate goal of the BOOST program.

BOOST, which stands for Broadened Opportunity for Officer Selection and Training, is a one-year program held at the Service Schools Command, Naval Training Center, San Diego, Calif. The BOOST curriculum concentrates on mathematics, physical and social sciences, and the communications skills of reading, writing, listening and speaking. Courses in educational and personal counseling, study skills development and time management round out the program.

BOOST students spend a year preparing to compete for entrance into the U.S.

Naval Academy in Annapolis, Md., or into a Navy ROTC program at one of 64 participating civilian universities throughout the country.

At BOOST, everything revolves around academics. It's not unusual for BOOST students to spend three to five hours a night reading and studying, in addition to putting in seven hours a day attending classes.

"It's stringent," said Avionics Technician 2nd Class Timothy Thate, one of the top members in this year's BOOST program. Thate will continue his education through a Navy ROTC scholarship at George Washington University in Washington, D.C., regarded by many as one of the best universities in the country.

According to Thate, most of the hours in his day at BOOST—from before muster at 6:30 a.m. until he hits the rack at about 11 p.m.—are taken up by classes, homework and studying. About an hour is set aside each day for physical training or general military training. Other than that and eating and sleeping, Thate doesn't "have much time to do anything else."

Emphasis on good study habits and

doing well in the program get a high priority at BOOST. How well a student does on the SAT will have a direct bearing on whether that student earns an appointment to the academy, gets a Navy ROTC scholarship, or remains enlisted and returns to the fleet.

To make it through the program, BOOST students have to get a minimum SAT score of 950—that's 53 points above the national average. Airman Kimberly Stogsdill had a 1040 SAT score before going through BOOST this year. "It's what you call qualifying, but not competitive," she said. Her score at the end of the program was 1130. When she enters the naval academy this summer, she will be one of a handful of women BOOST students who have earned an appointment to the academy.

Thate's score also rose considerably since he first took the SAT in high school. He attributed his rise in the SAT scores to the BOOST program.

"The opportunity is there," he said. "All you have to do is go for it. That's basically what BOOST is, an excellent opportunity."





Thate, who said he was "a lazy student in high school," didn't get into the program until he had been in the Navy for a few years. He entered the Navy under the advanced electronics program, went right into school for 18 months and made second class within 19 months. He's been in for almost four years.

"The Navy has been good to me, real good to me, but I thought, 'Why wear silver when you can wear gold?'"

He applied and was accepted into the BOOST program, but said that is only the first step to putting on Navy gold.

"If you don't want to be here, you're not going to make it. I've seen a lot of good people; they just don't want to be here, and they're gone. I think it's 90 percent you and 10 percent BOOST. BOOST gives you the means to learn."

Because BOOST is tough, the dropout rate is high.

"Three hundred and three Navy people started the class this year; 188 are still left," said Senior Chief Signalman Edward Hahn, command senior chief at BOOST. "Attrition fluctuates. Last year about 36 percent dropped out. This year

it's about 45 percent.

"Whatever attrition rate we experience every year, 99 percent of that is because of academics. But I'm really quite proud of our students, no matter whether they make it through or not. They give it their best shot, and that's all we ask. When they walk in the door, we're really looking at the cream of the crop. If they were bad sailors, they would never make it here in the first place."

It's tough getting through BOOST because it's tough getting into the academy or earning a Navy ROTC scholarship. Last year there were 13,000 applications for the academy. Of the 13,000, only 1,300 were accepted—a 10 percent acceptance rate. In this year's BOOST class, 40 students applied to the academy; 22 were accepted—more than a 50 percent acceptance rate. According to Hahn, that's impressive.

Several of this year's BOOST students agreed that the biggest factor for getting into the program and being accepted into the academy or into a Navy ROTC program is motivation and a positive attitude.

"Never give up," said Seaman Fran-

cisco Gutierrez, BOOST's top graduate this year and a U.S. Naval Academy appointee. "Be highly motivated. Find every avenue possible to understand what you're doing and get the job done. You've got to set your goals."

BOOST is the number one program for minority commissions in the fleet and is primarily an affirmative action/equal opportunity program (65 to 70 percent of all BOOST students are minorities). But Hahn stressed that "you don't have to be in a minority or ethnic group to get in here, that's for sure. Your record speaks for itself, no matter what your race, color or creed."

For specific guidance on the program's requirement, see OpNavNote 1500, which is issued annually each May, or the Naval Military Personnel Manual, section 1020360.

Persevere. BOOST can make a dream become reality. □

—Story by JO1 Gary Hopkins

# VP 46

## 'The oldest and the best'



Story and photos by  
AIC Rebecca Guerrero, USAF

Snow, ice and wind enveloped the airfield. In the darkness, a P-3C *Orion* sat on the tarmac near the Patrol Squadron 46 hangar. Bundled against the cold, two aircrewmembers fought the elements to check the aircraft's systems before they attended their crew's 6 a.m. preflight briefing.

"A lot of our job is trouble-shooting," said Aviation Electronics Technician 2nd Class Greg Knowles, inflight technician. "I run actual tests on all the avionics inside the aircraft to make sure everything's working the way it should."







Opposite page: AD2 Keith Gregg sweeps snow from the Orion's wing flaps, helping to prepare it for flight. Left: AMS2 Joel Herrera and AMS2 Nelson Rosario service the plane. Below: Lt. James Baker holds a flight briefing.

It was after dawn when the *Orion* skated down the runway at Naval Air Station Misawa, Japan, and pierced the air. The pilot aimed the plane's nose upward through heavy air turbulence that tossed the 76,000-pound *Orion* like a small boat in high seas.

Inside the plane, a lieutenant's voice fought against the engines' roar:

"Fire! Fire! Fire!"

The men scrambled into anti-exposure suits and waited for the abandon order.

The order never came. The simulated fire was a test, planned as training for the VP 46 crew that was flying together for the first time. The crew is one of 12, and its plane is one of nine flown by the squadron.

"Before any new crew can fly operational missions, the people must prove themselves capable of performing as a team," said Lt. John Sullivan, one of VP 46's two tactical coordinator instructors. "They have to perform a variety of functions under various conditions."





"Training is readiness," Aviation Anti-submarine Warfare Operator 2nd Class Tom Hines said. "What we do on every flight is the real thing, whether the mission of the day involves an adversary or not."

During the training flight, the crew practiced locating, tracking and launching torpedoes against an enemy submarine.

"I think a lot of people are under the impression that we just go out and look for submarines," said pilot Lt. James Baker. "In fact, we're a weapons capable aircraft. Our primary mission is to deter the enemy from aggressive acts and to keep the sea lanes open to free passage."

Sometimes, the P3-C mission covers other situations, such as emergency medical evacuation and Sea/Air rescue operations. Recently, one VP 46 crew transported a newborn infant from an isolated Aleutian island to Elemendorf Air Force Base, Alaska. Another time, a different crew aided a disabled vessel at sea.

"An airliner once spotted a boat that was on fire, about 100 miles south of Bermuda," said Knowles. "We dropped a SAR kit and maintained visual contact with the vessel until the rescue helicopter arrived."

At Naval Air Station Moffett Field, Calif., where the squadron is based, it's not unusual for crew members to wake up there in the morning and find themselves in another part of the world that evening. Unlike many mobile units, when the squadron deploys, all members are deployed—sometimes at a moment's notice. "We bring our commander, our own doctor and even our own cooks," Sullivan said. "You live with these people, you eat with them, and you have to know where each other is all the time, especially when you're on the ready."

With a squadron of 75 officers and 276 enlisted people, there are lots of jobs to be done besides flying. "If you're not

flying, you've got a ground job to do or you're doing the job of someone who's detached elsewhere," pilot Lt. j.g. Clark Kluwe said.

"The squadron has to function, no matter what," Baker added.

VP 46's hard work and dedication to teamwork has earned it the title of "the oldest and the best," according to Lt. Joe Sparks, squadron historian.

It was commissioned in September 1931 at Coco Solo, Panama. Two years later, the squadron exchanged the PM-2 aircraft for the P2Y-1, and was designated VP 5S. It was there that it established its first record.

"On a return flight from Norfolk to Coco Solo, a distance of 1,788 miles, six aircraft flying a continuous 25 hours and 26 minutes, recorded the longest non-stop seaplane formation flight to date," Sparks said.

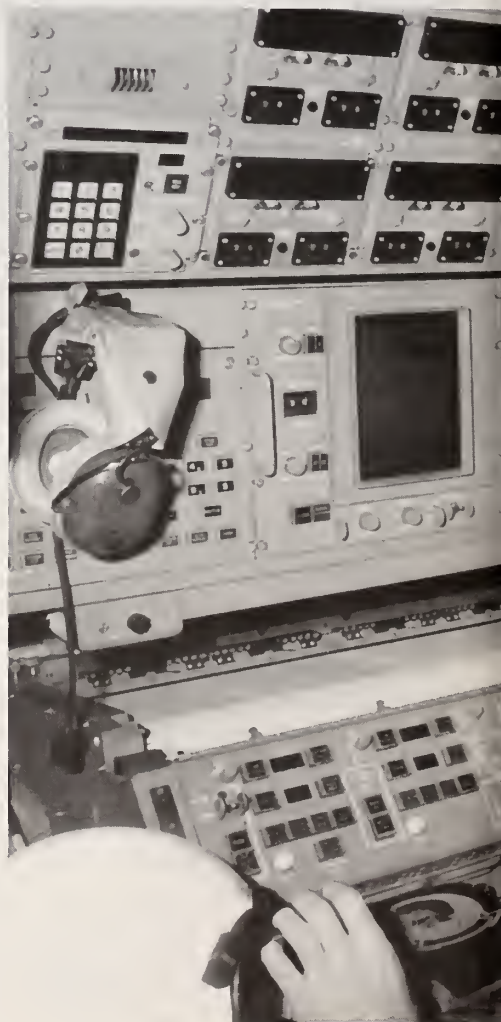
During World War II, the squadron operated in the Caribbean where it located and sunk three German submarines in one two-week period. This episode earned the squadron the Navy Unit Commendation.

In 1963, soon after the squadron moved from Coco Solo to Moffett Field, it became the first in the Pacific Fleet to be equipped with the P3-A *Orion*. It also was the first squadron to deploy on a permanent basis to Diego Garcia, an island in the Indian Ocean.

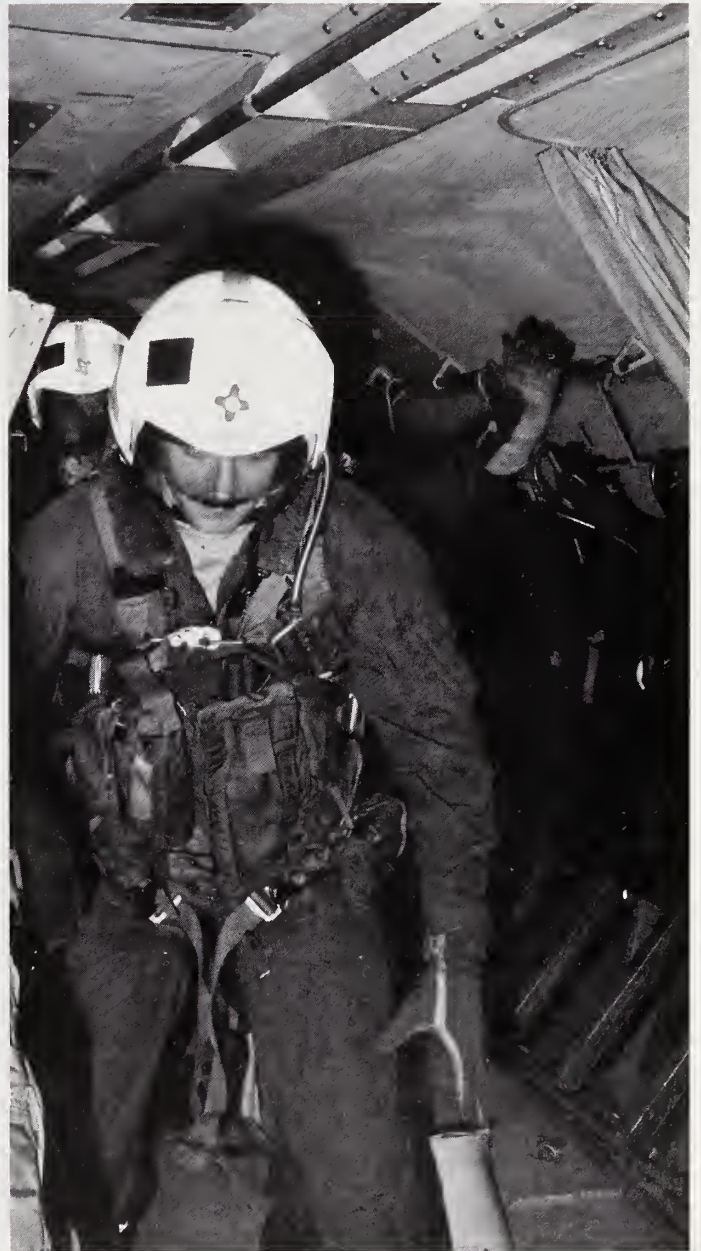
The Grey Knights have earned the Captain Arnold Jay Isabel Anti-Submarine Warfare Award three times, and earlier this year, it reached 165,000 hours and 21 years of consecutive safe flying.

As long as there are submarines and ships, and as long as there is a mission to be accomplished, VP 46 will be there, defending its title as "the oldest and the best." □

*Guerrero is assigned to Misawa Air Base.*







Everything in place and ready to go.  
 Left: SN Ronald Singleton and AW2 Tom Hines. Top left: AD2 Keith Gregg. Top center: Lt. Joe Sparks and Lt.j.g. Stewart Schwartz. Above: AT2 Gregg Knowles prepares to bail out during a fire drill.



# Tarawa's firefighting team

Story and photos by JO1 Dan Guiam



A loud siren wail is heard across the flight deck of the 7th Fleet amphibious ship USS *Tarawa* (LHA 1).

In the wink of an eye, a firefighting team rushes to the scene where a helicopter "burns." Two helmeted sailors, looking like silver clad spacemen, battle the "flames" while others take positions with backup equipment.

Except for the lack of flames, the scenario could be mistaken for a real flight deck fire; this time it was a drill that tested the response of the crash and salvage team, the "Eagle of the Seas" aircraft firefighters.

"Like civilian firefighters, we're on call 24 hours a day," said Aviation Boatswain's Mate 1st Class Richard Stacy, the team leader. "Our job, however, is usually limited to aircraft fires on the flight deck and in the hangar bay. Our most important job is to save air crew lives."

The size and diversity of the San Diego based, 40,000-ton *Tarawa* makes the crash and salvage team's mission challenging. Watching the ship launch and recover helicopters and AV-8C *Harrier* jets automatically becomes a preoccupation for everyone on the team. Each team member must be constantly vigilant for any mishap that could trigger fires or endanger the air crews or aircraft.

Team members stay alert during all flight operations, often working from early morning to late night.

The recently concluded Team Spirit '85

Crash and salvage team members examine fire hoses.





Left: Tarawa's "fire truck" stands by on the flight deck as aircraft land. Below: Firefighters respond during a disaster drill.

exercise put the team through some hectic paces as the ship launched *Harriers* and helicopters. The exercise was large scale and tested the capabilities of United States and Republic of Korea military members over a broad spectrum of warfare areas aimed at defending the Korean peninsula.

Helicopters were mobilized for the amphibious landing exercise during Team Spirit '85. They carried Marines to the landing site, which along with other amphibious evolutions, highlighted the joint/combined military maneuver. The crash and salvage team stood by the aircraft for the Marines' complete safety.

"Every time a pilot starts his engine to fly or stops it after he lands," said Aviation Boatswain's Mate 3rd Class Mike Salazar, "we have to be on the scene in case of a fire. A crash and subsequent fire can easily become reality, especially in a high-tempo situation."

Long flight operations could also mean box lunches for the 12 men of the crash and salvage team. The risky business of flying requires the team to be present on the flight deck—so while the rest of the crew enjoys a hot meal, the team might have to be satisfied with cold sandwiches.

"Food is not the issue here," said Airman Alfred Lujan Jr. "Lives and millions of dollars worth of equipment are at stake, making our job critical and challenging."

The role the team plays in flight deck operations puts pressure on the air department head to select the best people for the job. Outstanding performance, occupational knowledge and motivation are the criteria which qualify a man for a spot on the team.

"The team members are highly spirited and take the job seriously," said Aviation Boatswain's Mate 3rd Class Roy Sanchez.

"If you don't take pride in what you do, then you don't have any business on our team."

Team members are tested in emergency procedures as often as needed to ensure maximum job efficiency. The rescuemen, for example, have to know a *Harrier's* cockpit as well as the pilot. In an emergency, the rescueman has to turn the jet's fuel switches off, cut electrical power and shut off the oxygen supply in the pilot's mask before rescue can be attempted.

Men in silver "hotsuits" manning the twin agent unit are first on the scene to control the fire and to save the air crew's lives. Then the team goes to work on the damaged aircraft. The TAU discharges carbon dioxide and "PKP" to extinguish aircraft fires.

Operators of cranes, forklifts and tractors and men carrying portable fire extin-

guishers round out the team.

"It may seem like mass confusion to the uninitiated," said Sanchez, "but these people know their jobs."

*Tarawa* has an excellent safety record, according to Lt. Cmdr. Robert Owsley, the ship's safety department head.

"But that doesn't leave us jobless," said Stacy. "We never know when an accident may happen. We continually sharpen our skills, maintain our equipment and conduct periodic training, just in case."

Every day at sea, team members check to make sure their equipment is functioning properly. Fire extinguisher bottles are filled. Trucks, cranes and forklifts are readied, and most importantly, each person develops a preparedness . . . ready for the worst. □

*Guam is assigned to the 7th Fleet Public Affairs Rep., Subic Bay, R.P.*



# Navy's inner-sp

Story by Robert D. Ballard

Photo





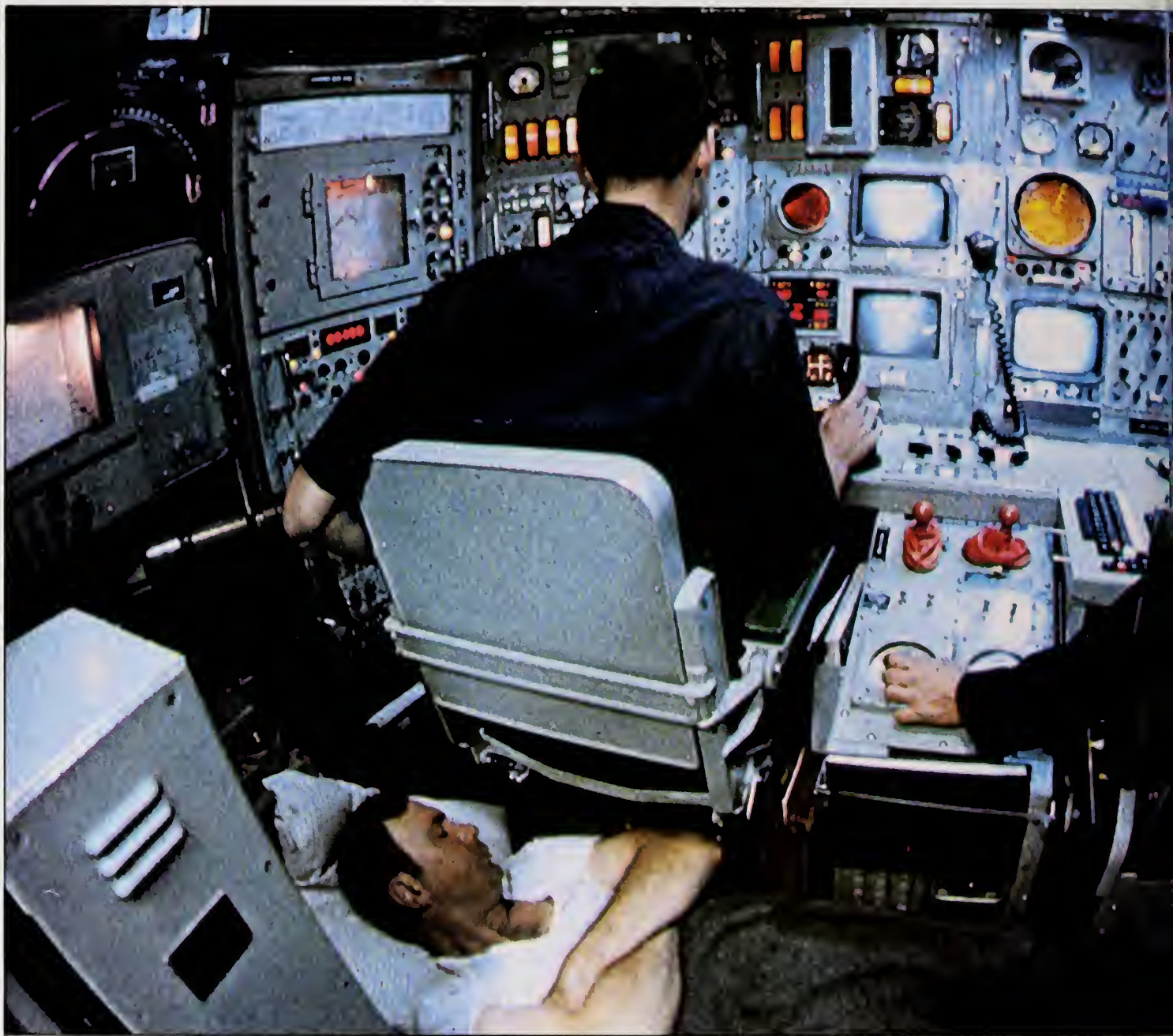
# ace shuttle NR-1

Emory Kristof

Copyright © 1985

*Searching for active geothermal vents, civilian scientists and the 10-man crew of the nuclear-powered research submarine NR-1 probed the Reykjanes Ridge off Iceland for 20 days.*

# Inner-space shuttle



**Cmdr. Giambastani sleeps behind NR-1's watch officer's station.**

I had the chance recently to explore the seabed off Iceland in the U.S. Navy's nuclear-powered research submarine NR-1. With the boat's 10-man crew, I spent 20 days submerged—an impossible feat for conventional underwater craft that must rely on short-lived batteries for power.

The U.S. Navy's submarine base at Holy Loch, Scotland, serves as home port for NR-1 on missions in the eastern Atlantic. The base, consisting of a submarine tender

and a huge floating dry dock, also services the Navy's missile and fast attack submarines between routine sea patrols.

I joined NR-1 at Holy Loch, where it was towed from port by its support ship, USS *Sunbird* (ASR 15). Designed as a research tool rather than a warship, NR-1 has a top speed of only four knots, making it necessary to tow it to distant research sites. Orange paint on the superstructure gives the vessel greater visibility at sea.





Once clear of land, we headed toward Iceland. Probing the deep, NR-1 hovered beside an escarpment of the Reykjanes Ridge as a deepwater shark swam into the glare of the vessel's powerful floodlights. The escarpment of mound-like pillow lava is the solidified front of an underwater volcanic flow.

The Reykjanes Ridge forms a northern portion of the Mid-Atlantic Ridge, where two enormous segments of the earth's crust

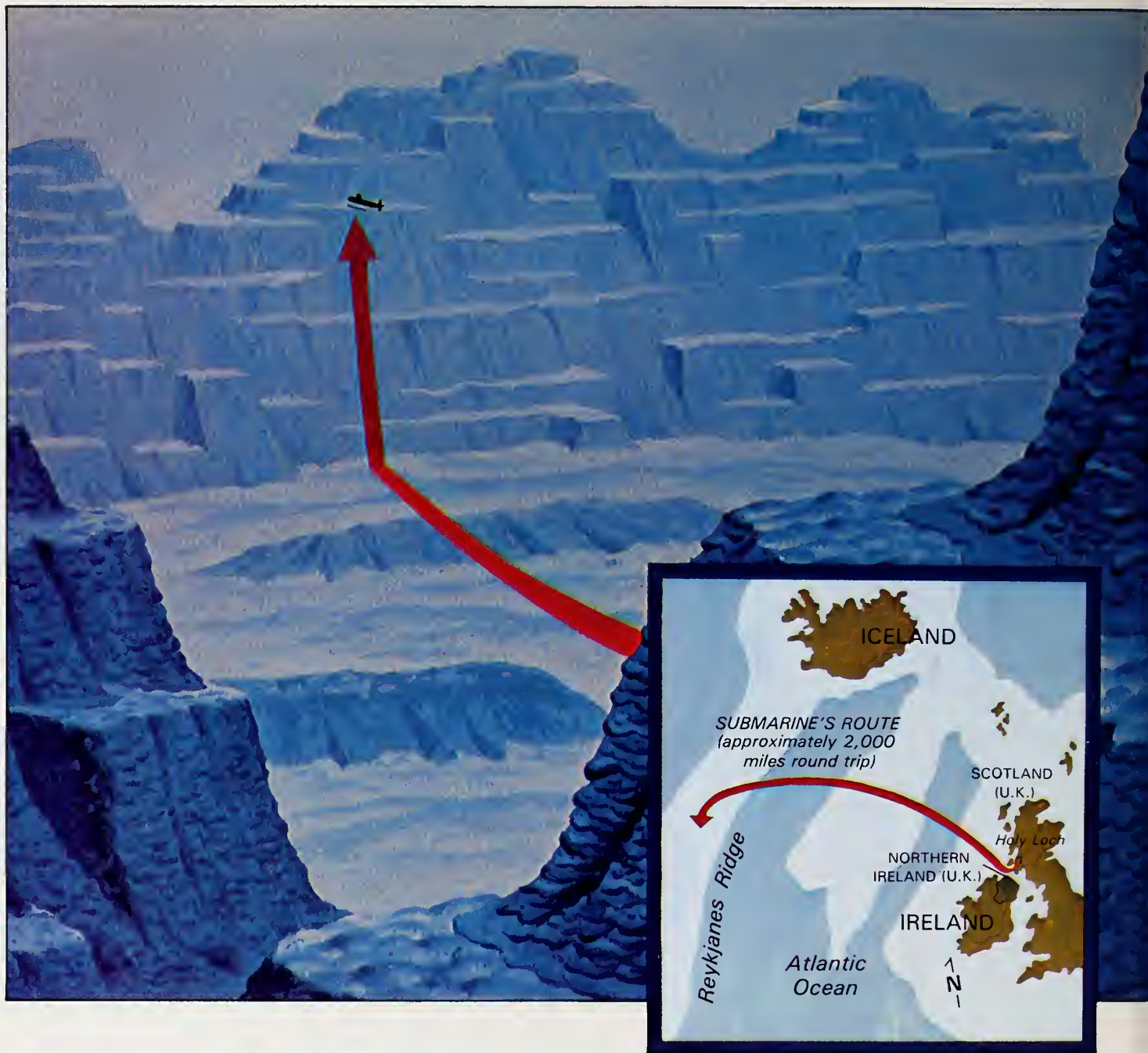
are being wrenched apart about half an inch a year. NR-1 cruised at a depth of 1,800 feet along the terraced slopes of the Reykjanes Ridge. Robin Holcomb of the U.S. Geological Survey and I explored the great undersea mountain ranges for nearly two weeks, supplied with abundant power from the ship's nuclear reactor.

In addition to collecting scientific data, we proved that a nuclear submarine can maneuver indefinitely along an undersea

**Cmdr. Giambastani runs in place in the boat's control room.**



# Inner-space shuttle



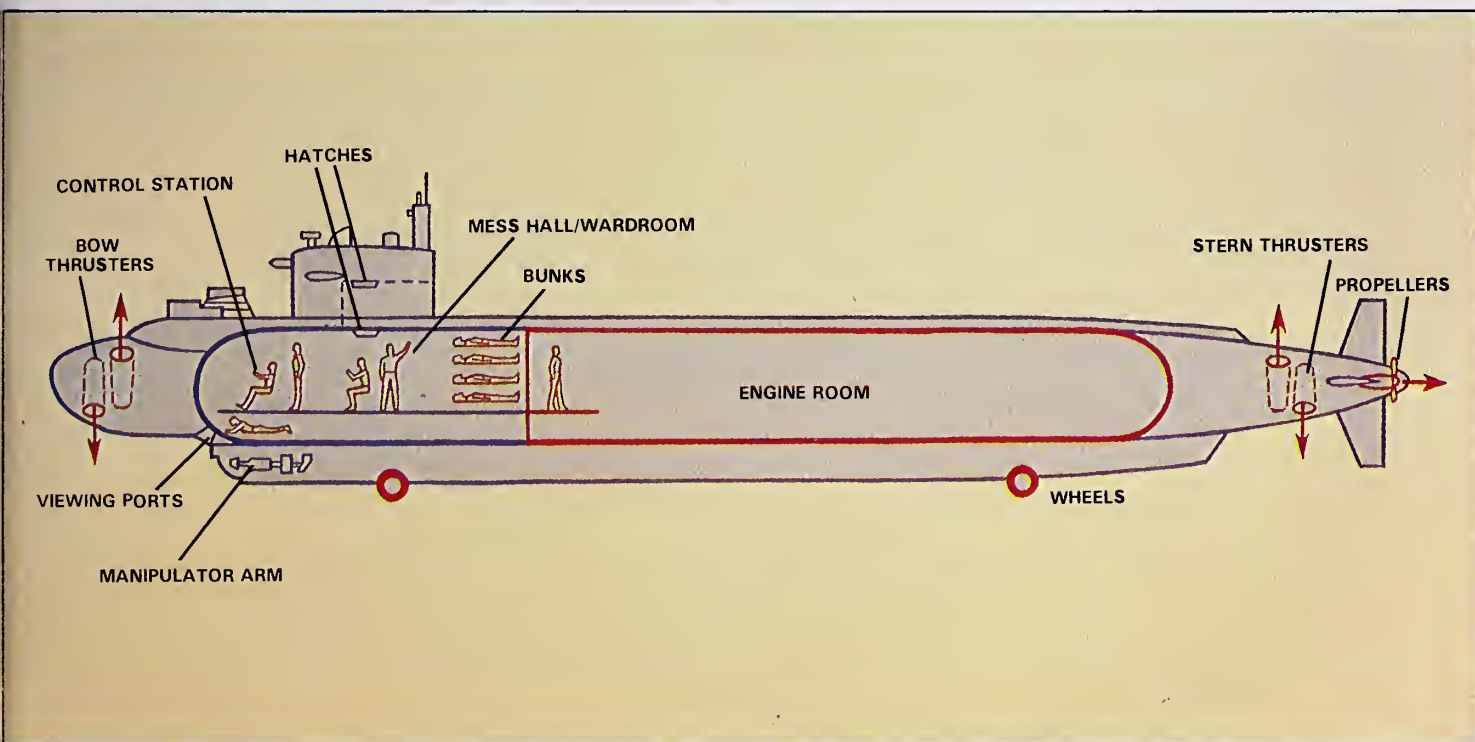
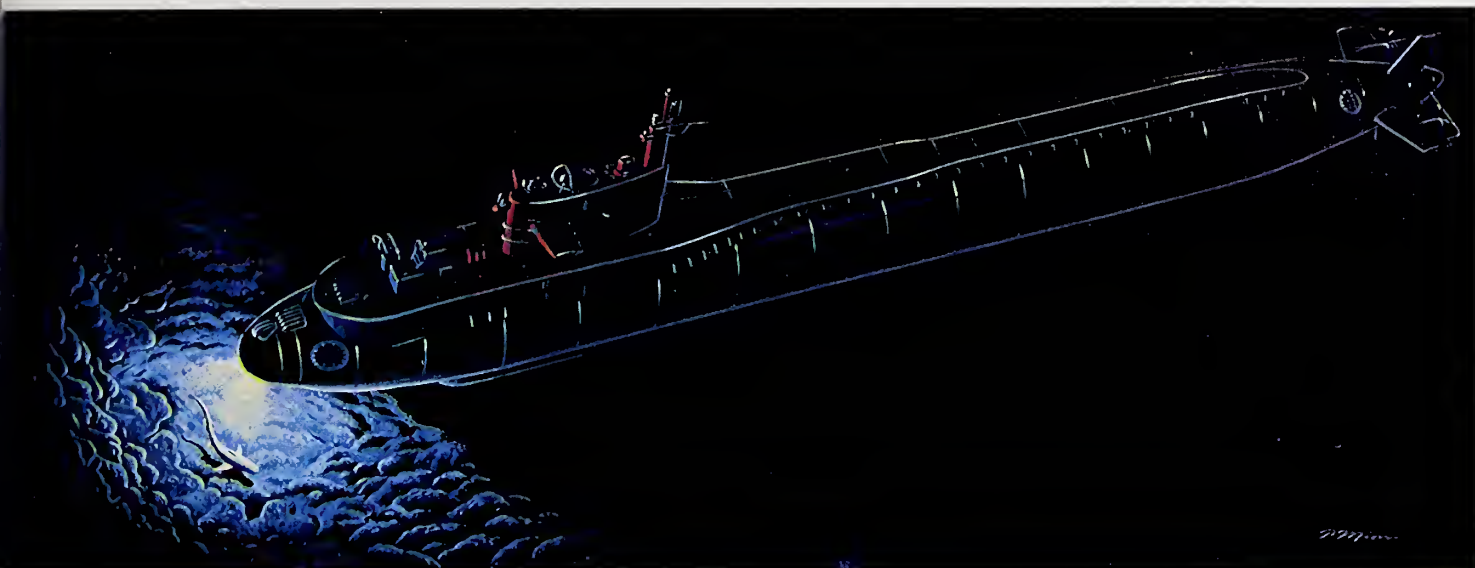
Artist's rendition of NR-1 at 1,800 feet along the Reykjanes Ridge's terrace slopes which form a northern portion of the Mid-Atlantic Ridge off Iceland (inset).

mountain range, as easily and effectively as a helicopter can through surface mountains. This is a new dimension in concepts of undersea science and warfare. NR-1 is remarkably similar to NASA's space shuttle with its dual military and civilian research capability, its ability to install and retrieve objects across great distances, and its sense of total isolation in a remote and hostile world.

On duty and off, shipboard routine pre-

vailed, but in unusual circumstances. NR-1's crew occupied quarters so cramped that only half the men could sleep at any one time. To be available on short notice, Cmdr. Edmund Giambastiani, NR-1's commanding officer, slept on the deck behind the watch officers. Lt. Fred Litty controlled the submarine's movements by means of a joystick and sonar scopes; Lt. Cmdr. Charles Anderson handled navigation and communications. While at sea,





crewmen stood watches—six hours on and six off.

Every man aboard NR-1 must be able to perform the jobs of his fellow crew members, including control of the ship's nuclear reactor. All officers and crew must have served in the Navy's regular nuclear submarine fleet before assignment to the research sub. Despite hardships and severe crowding—average deck space per man is less than 10 square feet—NR-1's

crew is an all-volunteer force, carefully screened and trained by the Navy's top schools. Temperament is a vital factor in selection; during my 20 days aboard I never heard a raised voice.

To keep fit, Giambastiani, 36, ran in place in the control room half an hour every day. He took command of NR-1 three years ago, the ship's sixth captain since it was launched in 1969.

**Drawings show NR-1 with its floodlights on (top) beside an escarpment of the Reykjanes Ridge and separation of the boat's compartments (above).**

# Inner-space shuttle



The author shoots underwater scenes as an NR-1 crewman relays maneuver requests to the helm.

NR-1's viewing ports, like a gallery to the undersea world, fascinated me for hours above the Reykjanes Ridge. I used my camera often to record unusual geology or life forms; crewman Walter Reynolds relayed my requests for maneuvers to the helmsman. My goal was to see if active geothermal vents existed on the ridge, the results of volcanism such as created the island of Surtsey off Iceland in 1963.

I was led to this area by previous research, including that of geologist Bruce C. Heezen, who died here of a heart attack aboard NR-1 in 1977. Heezen's earlier work guided the National Geographic Society's map-paintings of the world's sea floors. The first, of the Indian Ocean, appeared in 1967.

Though I found no thermal vents, I saw remarkably rich deepsea life in the form of corals and mollusks at depths of nearly



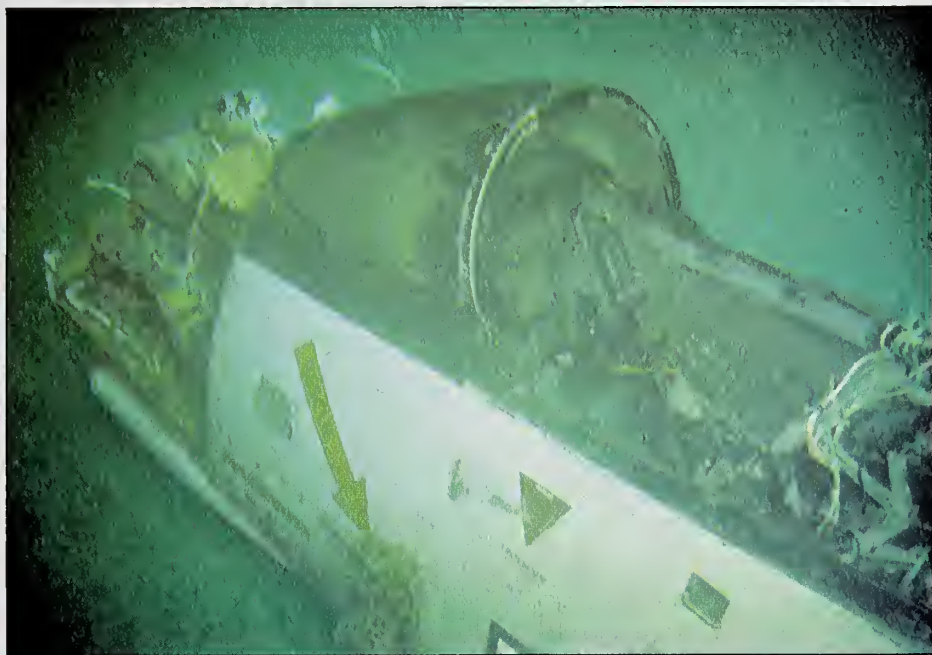


Photo by Capt. A. J. Hollifield Jr.

Photo by Capt. A. J. Hollifield Jr.

2,000 feet.

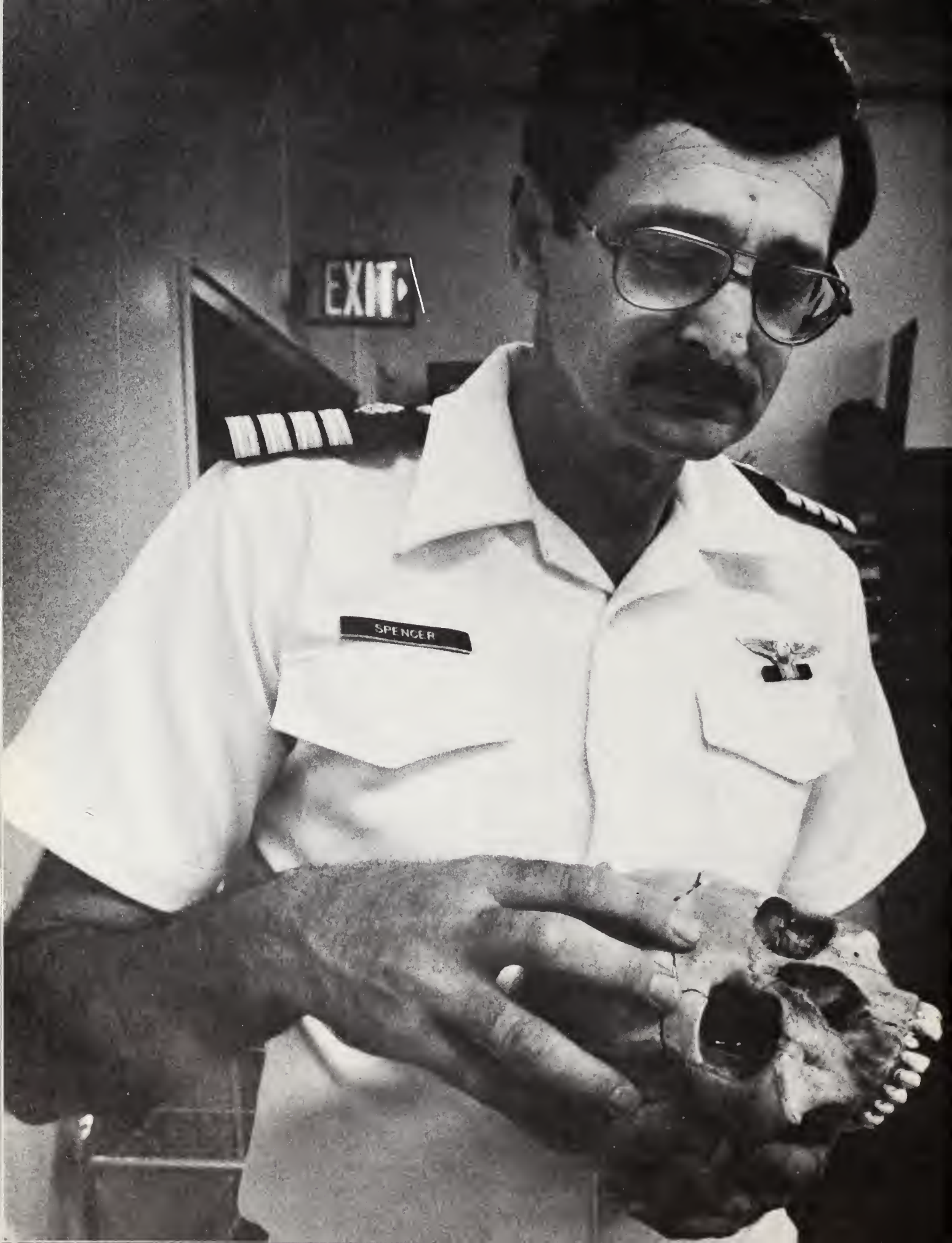
Another part of NR-1's versatility involved a *Phoenix* air-to-air missile and a Navy F-14 fighter in 1976. Both were lost from a U.S. aircraft carrier off Scotland. The plane's crew managed to eject to safety, but the plane and missile sank in 1,800 feet of water. After salvage ships pinpointed the plane's position, NR-1 was called in to attach lines for retrieval. It then searched for the highly secret missile,

and after several days, brought the *Phoenix* to the surface. □

*Ballard is with the Woods Hole Oceanographic Institution; Kristof is a National Geographic staff photographer.*

*This article and related photographs are reprinted with permission of National Geographic. The article originally appeared in the publication's April 1985 issue.*

**An F-14 Tomcat (top) and a Phoenix air-to-air missile (bottom) in 1,800 feet of water in 1976.**





## Navy pathologist

# Making the final diagnosis

Capt. Jerry D. Spencer, the Navy's leading forensic pathologist, flicks on his slide projector and takes you frame by color frame through one of his cases . . .

*(click) . . . an Army sergeant with a bullet hole in his head sprawled in a pool of blood . . . (click) . . . blood-spattered paperwork on the desk where victim and a Specialist 4th class, accused of the crime, worked side by side . . . (click) . . . an overview of the room showing the nearness of the dead man's chair to a wall . . . (click) . . . the victim's blood-covered hands . . .*

"The blood on the hands indicates the investigators didn't swab for gunpowder residue," Spencer says, pointing to the arch between his thumb and forefinger. "That's a key picture." (The specialist's hands tested positive for gunpowder residue, but that was to be expected—he is a machinegunner.)

*(click) . . . the doctor's presentation continues. . . .*

At first glance many of the slides appear insignificant, but Spencer's narrative quickly transforms them into vital pieces of an intricate puzzle. When the projector's eye winks for the last time, he puts them all together for you.

Spencer explains that the victim's chair was only 18 inches from the wall, and the bullet entered the side of the head nearest

the wall. The specialist "would have had to squeeze between the victim and the wall, squat a little bit and hold the gun like this," he says, pretending to use both hands to hold a gun waist-high with the barrel pointing up at an angle.

A very awkward position and an unlikely scenario.

Then, taking his imaginary gun and holding it against his temple, he shows you how it probably happened. You no longer doubt the accused man's innocence. ("How could anyone think it was murder?" you ask yourself. "The sergeant *obviously* committed suicide.")

In less than 10 minutes, Spencer has



**Part of Capt. Jerry D. Spencer's unique profession is examining skeletal remains and reviewing slides from crime scenes.**



# Navy pathologist

brought you to a conclusion that took him more than 100 hours to prove. A conclusion that overturned the specialist's murder conviction and 50-year prison sentence. A conclusion that helps explain Spencer's work at the Armed Forces Institute of Pathology in Washington, D.C.

Spencer, chairman of the institute's forensic science department, is a national leader in forensic medicine, a science that uses medical facts to help solve legal problems.

"Forensic pathology is detective work, and Dr. Spencer has been very active in getting some people put in the brig—and in getting some people out," says Navy Capt. Robert Karnei, deputy director of the tri-service institute.

Forensic pathology is a unique medical profession that brings to mind exhumations and autopsies. It also brings to mind the inimitable "Quincy," television's Sherlock Holmes of the medical world.

According to Spencer, television characters like Quincy don't always offer an accurate picture of his profession, but he's not complaining. "Quincy gave forensic pathologists an identity," says Spencer. "We don't get involved in every aspect of a case like he does, but at least people have some idea of what we do."

Spencer gets a variety of military cases. All "medical legal deaths"—violent deaths and unexplained or mysterious deaths including accidents, suicides and homicides—are reported to his office.

General pathologists conduct the original autopsies in the field and forward their findings to the institute. Spencer and his colleagues review and verify the accuracy of those findings. Few cases offer the chilling drama an outsider would expect. In fact, most boil down to a simple review as part of a routine system of checks and balances.

"We handle about 500 cases per year, and only about 10 percent of them are exciting," says Spencer. The excitement usually begins with a telephone call from an attorney or pathologist in the field requesting Spencer's help with a difficult case.

"I get a lot of calls from attorneys because they are the ones who usually need

the help," says Spencer. During a much publicized case involving USS *Ranger* (CV 61) several years ago, he received upwards of 25 calls a day for several weeks.

Enough difficult cases arose in 1984 to send Spencer on 26 trips worldwide during which he performed 15 on-site autopsies, performed three exhumations and testified at 12 military court proceedings.

Spencer's expertise, however, is not limited to military assignments. The U.S. Department of Justice consulted him 30 times in 1984, and called upon his services when an agent of the Drug Enforcement Agency was found murdered in Mexico earlier this year.

When on a case, "he will put in whatever amount of hours are necessary to get the job done, and he will use whatever facilities are available," says Karnei.

Giving reasonable opinions and making good decisions in forensic pathology requires the pursuit of very minute details. In that quest, Spencer has done everything from performing exhumations to using computer enhancements of color negatives to identify a murder weapon, all in search of what he calls "reasonable medical certainty"—a plausible explanation for a certain trait.

Spencer's conclusions have put him on the opposing side of colleagues who conducted the original autopsies. "That doesn't go over too well, sometimes," he says. "But being absolutely certain becomes very important when people are charged with murder."

Despite a few bruised egos, Spencer's opinions are highly regarded among his colleagues and apparently carry a lot of weight in a courtroom. Out of 60 cases, he has "lost" only four. And even though he usually testifies for the government, he has found 14 occasions to act as a defense witness.

\* \* \*

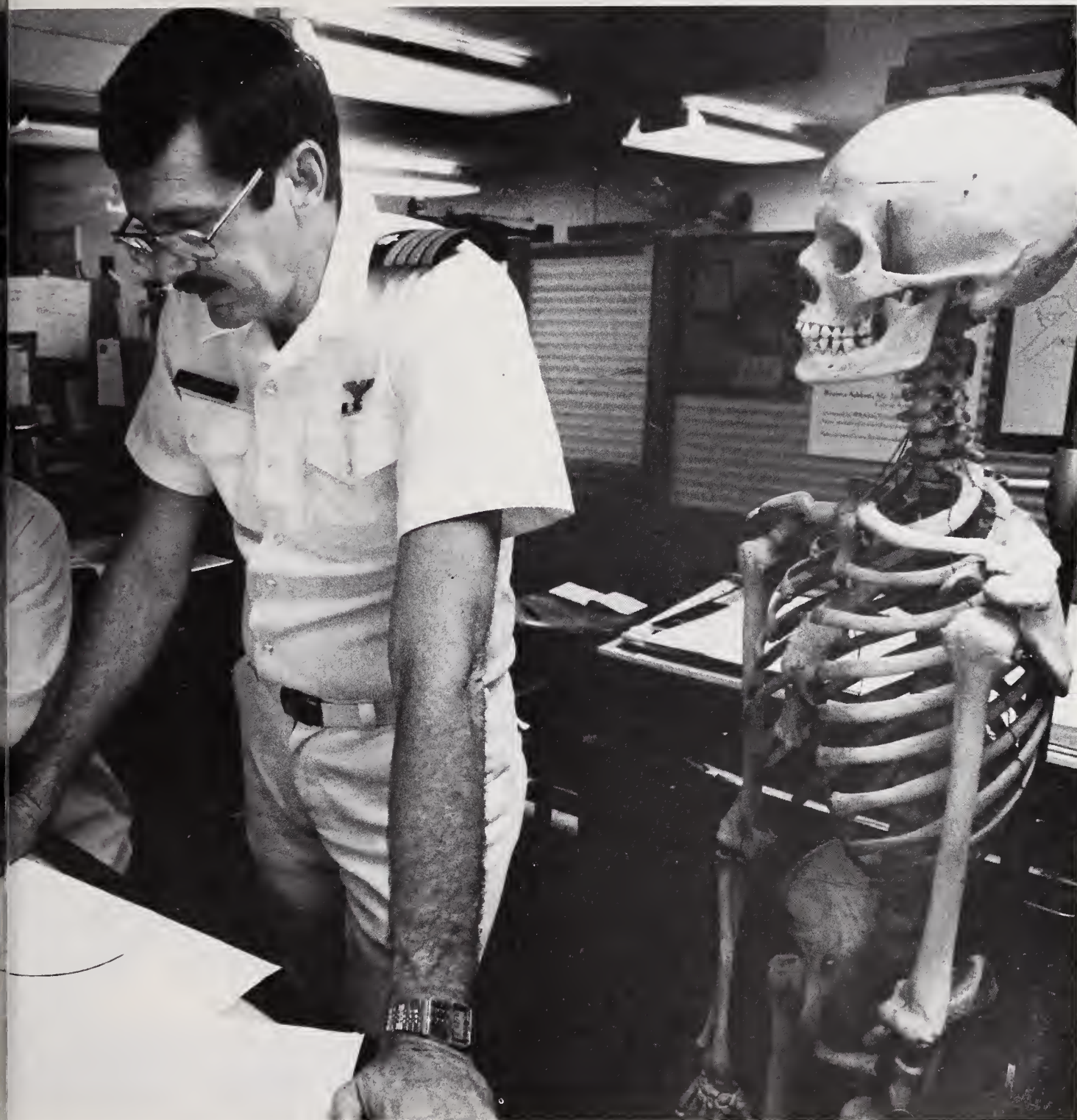
Spencer has come a long way during his naval career. He is at the top of his profession, a profession in complete contrast to his days as a naval flight officer during the 1960s. He still wears the gold



wings of an NFO, but he has the added distinction of being a rare breed of Navy pathologist. There are only seven forensic pathologists in the Navy and less than two dozen in the military overall.

After joining the Navy 22 years ago, Spencer first served as a navigator with an airborne early warning squadron which regularly deployed aboard Atlantic Fleet aircraft carriers. He had a slight interest in medicine, but it was his sister who con-





vinced him to ground his aviation career in favor of medical school.

By 1972 he had earned a medical degree and was serving a rotating internship (medicine, surgery, pathology) at Naval Regional Medical Center, San Diego. The idea of a career in forensic medicine first crossed Spencer's mind when he heard a lecture by a forensic pathologist.

"I thought it was really fascinating and thought if I wasn't going into surgery I

would go into forensic pathology."

Somewhere along the way to becoming a surgeon, Spencer realized that he really didn't like the idea that some patients die. That was his springboard into forensic medicine. After a clinical internship at San Diego, he went on to do a four-year residency in pathology.

Spencer, however, did not limit himself to forensic pathology. He attended the University of San Diego while stationed

**Spencer and medical illustrator Lessy McDonnell discuss a diagram prepared as evidence.**



at the naval hospital and arrived at the institute in 1979 with the distinction of being the only forensic pathologist in the Navy who also had a law degree.

He is licensed to practice medicine by the state of California, certified by the National Board of Medical Examiners and the American Board of Pathology, and is a member of the California Bar. There is no denying his professional credentials. But what kind of person opts for a career in a forensic pathology?

In Spencer's case, it is a man who loves people.

"Forensic pathology is exciting and stimulating, but sometimes I miss patient contact," he says. "I really enjoyed working with patients as a medical student and intern. Every once in a while I regret not having more patient contact."

Colleagues describe Spencer as a very friendly, outgoing person who has a lot of friends throughout the pathology community. By keeping everything in perspective, he avoids letting the serious nature of his work overwhelm his personal life.

"Everybody dies, I guess," says Spencer. "Some cases are kind of depressing, especially in young people, but I don't think that much about it in most of my cases."

"Not that I'm detached or callous or anything like that, it's just one of those things. I think it's like any other job. It's something you get used to."

Spencer enjoys sharing his professional experiences with colleagues, students and laymen. On his list of outside activities are 13 professional articles, nine professional presentations, four college-level courses he has instructed, and membership in 10 professional associations.

"Dr. Spencer is at his best when he's in front of a crowd," says Air Force Col. Donald Wright, who has worked with him for a year. "Sometimes he gets in trouble because he gives in and takes on more lectures and teaching assignments than he should."

When Spencer wants to get away from the world of forensic pathology he cracks one of his favorite books and steps back about 40 years in time. A self-described

# The military's

The Armed Forces Institute of Pathology, located on the grounds of Walter Reed Army Hospital in Washington, D.C., is one of the nation's leading laboratories of pathology.

Pathology is the study of diseases—their nature, causes and development. "This is the mecca of pathology," says Navy Capt. Robert Karnei, deputy director of the tri-

service institute. "We have pathologists on this staff who are leaders in the field. You get to see a lot of the unusual here. Some medical cases that a doctor may see only once, if ever, during a career are commonplace at the institute."

The institute is a vast clearinghouse of information and material which pathologists and physicians worldwide can tap for



World War II history buff, Spencer says reading is his primary source of relaxation. When he wants a little more excitement, he runs.

"I qualified for the Boston Marathon, but I had to go to Okinawa on a case instead," he says. Spencer really enjoys his work, but the time he must spend away from home has its drawbacks.

His itinerary at the institute has taken

him on six trips to Germany, six to Korea, four to Okinawa, three to Panama, and a lot of trips stateside. With a schedule like that, he doesn't get to spend much time with his family. According to Spencer, his son and three daughters have a fair understanding of what he does professionally, but sometimes they don't understand why he must be away from home so often.

"Right now, the thing that frustrates me



# institute of pathology

quick answers to medical problems. In 1984, the institute's staff provided more than 55,000 consultations and published more than 75 articles in scientific journals.

About one-third of the institute's 600-member staff is military, including a Navy contingent of 50 doctors, hospital corpsmen and clerical support people. To accomplish the institute's mission of consultation, education and research, staff members:

- Maintain a consultation service for the diagnosis of pathologic tissue.
- Conduct experimental and statistical research in the field of pathology.
- Provide instruction in advanced pathology and related subjects.
- Train enlisted people of the armed forces in histopathologic techniques and relevant activities.
- Prepare, obtain and duplicate teaching aids.
- Loan pathologic, photographic and other educational material to the federal medical services, museums, medical schools, scientific institutions and to qualified professional people.
- Operate the American Registry of Pathology as a cooperative enterprise in

**Military and civilian pathologists from around the world work and study at the Armed Forces Institute of Pathology.**

medical research and education between the institute and the civilian medical profession.

- Maintain a medical illustration service for the collection, preparation, duplication, publication, exhibition, reference and file of medical illustrative material.
- Maintain a medical museum.

\* \* \*

The institute traces its history to rather modest beginnings, when specimens—mostly amputated extremities—were sent to the Army Medical Museum in kegs of diluted alcohol or whiskey.

The museum got its start Aug. 1, 1862, when surgeon John Brinton received orders from the Army Surgeon General "to collect and properly arrange in the 'Military Medical Museum' all specimens of morbid anatomy, both medical and surgical, which may have accumulated since the commencement of the War of the Rebellion, in the various U.S. hospitals, or which may have been retained by any of the medical officers of the Army."

In the earliest days, emphasis was placed on observation by naked eye of the effects of diseases. The adoption and improvement of the compound microscope permitted the study of cells instead of tissues and gross organs.

Through the microscope, organisms that caused disease could be identified and di-

agnosed with maximum accuracy. This ability to obtain information on cells and organisms resulted in an increasingly important role for the Army Medical Museum.

In 1888, the educational facilities of the museum were made available to the civilian medical profession on a cooperative basis. In 1922, the American Registry of Pathology was founded to establish effective cooperation with civilian medicine.

The museum's name was changed to the Army Institute of Pathology in 1946 when the museum became the central laboratory of pathology for the Army. In 1949 the institute was redesignated the Armed Forces Institute of Pathology, and in 1950 became the central laboratory of pathology for the Department of Defense and other federal agencies.

The medical museum is still one of the institute's most intriguing aspects. The public museum hall contains the most comprehensive collection of microscopes in the world—ranging from an early sixteenth century model to today's electron microscopes—and a wide variety of medical specimens and historical exhibits that offer glimpses into the world of pathology.

Through the study of disease, the institute's pathologists are helping bridge the gap between basic science and medicine, paving the way for the cures of tomorrow. □

most is travel," says Spencer. "I've had 60 trials in the last four years, and all except a couple of them have been outside the D.C. working area."

One wall in Spencer's office is covered with Indian art and his many professional certificates. A bookcase on another wall holds the scores of medical books and files he must pack. The packing boxes that litter the floor are evidence that Spencer is

preparing for another trip. After six years at the institute he is transferring to a military hospital in Okinawa. He is looking forward to the change of pace.

"I've been burned out for the past year," says Spencer. "It will be nice getting away from some of these priority cases."

The institute sees a bright side to Spencer's transfer. "It establishes a position for a forensic pathologist in the Far East,

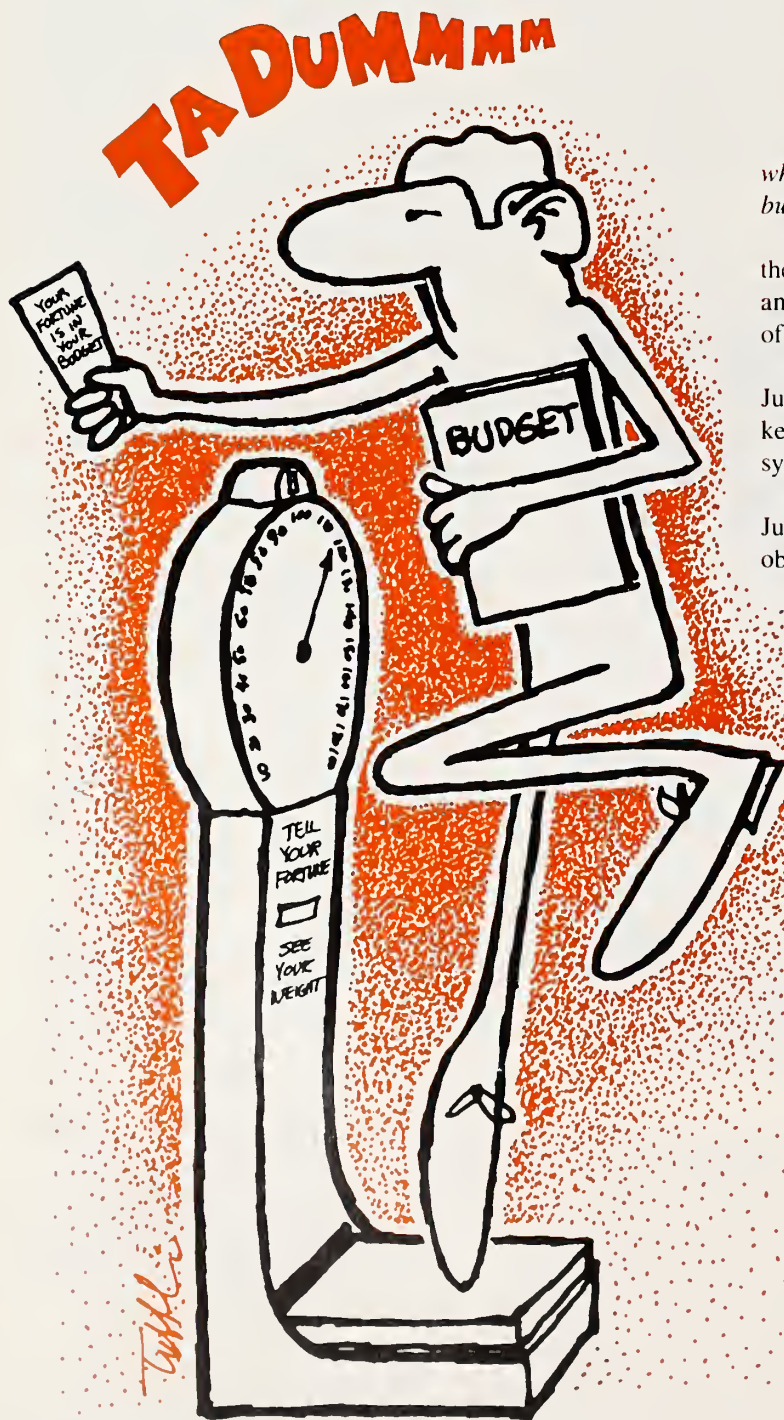
so we don't have to send someone all the way from here," says Karnei.

While Spencer is looking forward to a break, in addition to his hospital work, he will still review about 120 forensic cases a year. As Karnei put it: "He won't get bored." □

—Story and photos by  
JO1(SW) E. Foster-Simeon

# Handling your household budget<sup>3</sup>

# Managing



*This is the final of a three-part article on personal finance which covers record keeping, establishing credit, and family budgeting.*

An introduction to the series, *Managing your money*, ran in the June 1985 issue of *All Hands*. It told how and why sailors and their families run into financial trouble, the warning signs of financial problems, and where to go for help.

*Record keeping*, the first part of the series, also ran in the June issue. The article included the kind of personal records to keep and where to keep them, plus a detailed listing of a filing system.

*Establishing credit*, the second part of the series, ran in the July 1985 issue. The article included ways of establishing credit, obtaining and using credit cards, and determining net worth.

**By Faith R. Connors**

You can improve the state of your personal finances through careful planning. It isn't as difficult to make ends meet if you give some careful thought to how you manage your money. Why should you have a budget? To help you:

- get maximum benefit from your income;
- prevent waste of your money;
- reduce money worries and frustration;
- ensure money is available for an emergency; and
- plan savings for the future.

Here are some money tips to help you manage your cash flow and to set up a budget that works for you and your family.

Set up your family budget to meet family needs, to provide regular savings and to enable you to stay within your monthly income.

Analyze your expenses for the past year. What were the "fixed expenses," such as rent or mortgage, you made each month?



# your money

What were the "irregular expenses" that you paid every so often, such as insurance premiums or auto repairs? What were your "flexible expenses" such as credit card bills, food and clothing? Take a careful look at your annual expenses and see what you can do to reallocate your resources and improve the quality of your life.

Use a *budget record* to help you set up a realistic budget for your family. Each month, fill out the budget. This will help you to see where your spending problems are, and you can develop excellent money management habits.

Photocopy the budget record for a three-ring notebook. Devote the necessary time each month to keeping your financial records. It takes time to get a good understanding of spending patterns, so stick with it each month.

It takes only a few extra minutes to improve your recordkeeping. Keep shopping receipts in a folder, write the purpose for each check on checks and stubs.

Keep a small pad handy while shopping. Jot down prices of large purchases you plan to make and compare prices from several different stores. Shop at discount outlets whenever possible.

Keep track of your out-of-pocket spending. Use your notebook to make notes on cash spending. Know where your money is going.

## Financial goals

Set clear financial plans. Have regular family meetings to talk about financial goals. In your planning sessions, decide together which financial goals are most important for your family. New car? Vacation? New furniture? Appliances? Col-

lege tuition?

Think about your financial goals. Write them down in your 3-ring binder for planning purposes. When you list your goals, include the dates you intend to reach specific goals and the approximate cost of reaching your goals.

*Example: Short range goal (to be achieved in a year or less)*

*Purchase a new washing machine in eight months. Cost: \$320.00 Save \$10.00 weekly in a savings account.*

*Example: Long range goal (more than a year)*

*Buy a house. Cost \$85,000. Save for down payment in higher interest savings account. Five years: save \$1,700 yearly. Deposit tax refunds, raises, "windfalls," and re-enlistment bonuses.*

Your financial plans are important. Include short-range goals (one year or less) and long range plans. You could begin with just one of each type goal, set up savings accounts for them, and make definite plans to reach them.

## Household records

Have a definite place to keep family records. A desk drawer or even a file box from a stationery store can be set up with labeled folders for your household records. Then resolve to keep your records, such as paycheck records, grocery receipts, and checking account records.

In your notebook, have a page for each

fixed or flexible account. Pay each bill within the due date.

As you set up your household budget and make changes from time to time, check your annual expenditures for each category with those of a typical family of four. If you are spending more in any category, this may be an area where you will want to reduce your costs.

## Average annual percentages for a typical family of four:

Shelter	25%
Food	20%
Transportation	15%
Health Related	10%
Clothing	5%
Household	5%
Personal Expenses	5%
Insurance	5%
Savings	5%
Miscellaneous	5%

## Build good habits

Reconcile your bank statement every month. Make it a habit to account for all your listed checks and deposits so your bank statement and your checkbook balance will agree. Manage your checking account well—use it only to pay current bills and keep only a minimal balance in it.

Pay yourself first. Plan saving as a "fixed expense." Decide on an amount to be saved from every paycheck. If possible, have the amount withdrawn auto-

*Example: Electric Company*

Amount Due	Date Due	Date Paid	Amount Paid	How Paid	Note
\$80.00	1/16	1/10	\$80.00	Ck. #303	

# Managing your money

matically before you get your paycheck.

When you get a raise, put that money into savings regularly. Set a goal for its eventual use, such as a down payment for a house, retirement, or college tuition.

Keep your monthly credit card payments under 10 percent of your monthly take-home pay. If you are already paying more than that, stop using your credit cards and concentrate on reducing your credit card debt. Make it a habit to pay more than the minimum installment for credit card bills.

Establish personal allowances for family member. Each person in your family needs some money to call his or her own—no questions asked.

Look for ways to reduce your flexible expenses. Write notes and letters instead of calling long distance. Prepare meals at home instead of eating out. Use fewer convenience foods and prepare your own instead. (It's not only less expensive, but it is much more nutritious.) Review your expenses to see what can be reduced, postponed, or eliminated.

Plan your shopping trips. Don't buy on impulse. Set aside small amounts of money regularly in your short-range goal savings account. Then comparison shop for the item or buy when that item goes on sale. Compare grocery bills when you have shopped near a meal time, and when you have not. Meal time grocery shopping will cost you more.

If you need assistance with your family financial planning, contact the Navy family service center and ask about services offered. □

## Types of records to keep

### Financial Records.

- *Income*: LES, pay stubs from civilian employment, child support, savings, share accounts, investments, bonds, loans to family or friends.
- *Expenses*: current bills, list of debts for which no bill was issued.
- *Records*: bank and savings statements and account numbers, cancelled checks, receipts for cash purchases, credit agreements, credit account numbers and addresses for reporting loss or theft of credit cards, loans outstanding.

### Vehicles.

- Original receipts.
- Loan information or title.
- Insurance coverage.
- Maintenance and repair records, including warranties and guarantees.
- Spare keys or key numbers.
- Registration and driver's manual (kept in the vehicle).

### Personal Possessions.

- Original receipts.
- Operating instructions.
- Repair and service guides.
- Repair records and receipts.
- Warranties.
- Identification numbers.

### Taxes.

- Federal Income Tax returns . . . for seven years.
- State and personal property tax documentation.
- Supporting evidence.

### Medical.

- Record of immunization (civilian family members).
- History of illness and diseases.
- Location of medical records.
- Names and addresses of civilian physicians and dentists.
- CHAMPUS or other health insurance coverage information.

### Pets.

- Immunization records.
- License receipts.
- Pedigree.
- Purchase receipt.
- Photo for identification in case of loss.

### Education.

- Certificates of successful completion . . . for all family members.
- Reports of continuing education.
- Record of schools attended: names, addresses, dates.

### Insurance.

- Policies on life, homeowners, renters, personal effects, vehicle, health, accident, etc.
- Limitations of coverage should be understood, renewal dates and anniversaries should be recorded.

### Legal.

- Birth certificates.
- Marriage.
- Adoption.
- Naturalization.
- Citizenship.
- Divorce.
- Passports.
- Death.
- Social Security.
- Wills.
- Power-of-attorney.

### Real Estate.

- All papers provided at settlement.
- Tax receipts.
- Insurance Information.
- Survey.
- Inspection receipts.
- Rental agreements.

(Adapted in part from Navy Relief Society personal counseling information.) □



# Monthly Budget

PAY & ALLOWANCES OF SM	ACTUAL	PROJECTED	FAMILY INCOME	ACTUAL	PROJECTED
*Base Pay (E-_____, yrs)			Net Pay of SM		
BAQ			Other Earnings of SM		
VHA			"D" Allotment		
ComRats/Subsistence			Net Pay of Spouse		
*Flight/Submarine Pay			Savings (Total amt _____)		
*Hazard/Pro Pay			Child Support/AFDC		
*Sea/Foreign Duty Pay			Unemployment Compensation		
Clothing Allowance (BMA/SMA)			Tax Overpayment		
Separation Allowance			Other		
Other					
*TAXABLE (_____) GROSS (A)	\$ _____	\$ _____	TOTAL FAMILY INCOME (C)	\$ _____	\$ _____
DEDUCTIONS FROM SM'S PAY	ACTUAL	PROJECTED	FAMILY EXPENSES	ACTUAL	PROJECTED
Social Security (FICA)			Rent/Mortgage Payment		
Fed Income Tax (FIT) (M-S _____)			Utilities		
State Income Tax (SIT)			Fuel Oil		
Insurance (SGLI)			Telephone (Base rate _____)		
Insurance (Other)			Food (NRS _____)		
"D" Allotment			Clothing (NRS _____)		
"S" Allotment			Car/Transportation Expenses		
CU/Bank Loan (Ends _____)			Car Insurance		
NRS/ARC Loan (Ends _____)			Insurance		
Charity Allotment (NRS-CFC)			Child Care		
Government Quarters			Deployed SM Personal Expenses		
Advance Pay (Ends _____)			Miscellaneous		
Other			Other		
TOTAL DEDUCTIONS (B)	\$ _____	\$ _____	TOTAL FAMILY EXPENSES (D)	\$ _____	\$ _____
NEXT PAY \$ _____ NET (A-B)	\$ _____	\$ _____	VEHICLE _____ MAKE - YEAR _____		
LAST PAY \$ _____					

## DEBTS

TO WHOM OWED	PURPOSE FOR WHICH INCURRED	DATE INCURRED	ORIGINAL AMOUNT	BALANCE OWED	MONTHS TO GO	MONTHLY PAYMENTS	PROJECTED
1. Advance Pay						ALLOTMENT	
2. Credit Union						ALLOTMENT	
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
13.							
INTERVIEWER _____			TOTAL OWED	\$ _____	SUB (E) TOTAL	\$ _____	\$ _____
DATE _____		TOTAL MONTHLY EXPENSES (D + E)				\$ _____	\$ _____
NAME _____		SSN _____		SURPLUS _____		\$ _____	\$ _____
				DEFICIT _____		\$ _____	\$ _____

# Measuring Discovery's

Story and photos by JO2 Jeff Harstedt

A research team at the Naval Postgraduate School, Monterey, Calif., has developed a solid state digital recorder to measure the space shuttle *Discovery's* noise levels during launches. The experimental recorder will be used this summer and may help reduce damage to sensitive equipment in future flights.

When *Discovery* blasts off from Cape Canaveral, its cargo bay will carry a 200-pound cannister containing an innovative scientific experiment devised by NPS students and built around the new recorder.

"Standard tape recorders weren't getting the job done," said Lt. Tina D'Ercole, an NPS research team member. "And because of problems associated with moving parts and tapes, they have a high rate of failure, especially in the zero gravity of space."

The experimental recording system will sample sound, on six channels, more than 2,000 times per second. It is smaller and lighter than standard tape recorders, requires virtually no maintenance, has minimal power requirements, and has a bubble memory that will not lose data during a power outage.

As circuit boards for the complex recorder were being constructed—literally bit by bit—another group of students addressed the problem of isolating the recorder's microphones from vibration.

Cmdr. Chuck Stehle used a bungee cord to harness the problem.

"I bought a bungee cord, tore it apart, and using the elastic strands, some string and epoxy glue, I built vibration isolation systems for the recorder's microphones."

Next came the problem of figuring out a way to automatically start the recorder just before an actual launch.

"Previous experiments relied on the sound of the main engines igniting to 'activate' recording systems," said Lt. Austin Boyd. "As a result, valuable acoustics

data was missed at the precise time of launch."

"We knew that the shuttle's auxiliary power units, or APUs, came on about six minutes prior to lift-off," said Lt. Wes Jordan, "so we decided to somehow use those units to 'power up' our recorder."





# noise at launch time

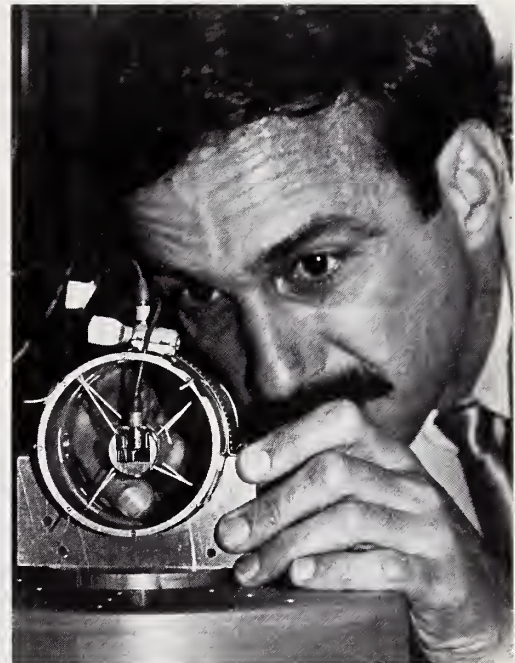
"We obtained a recording of the APUs and, with the aid of a computer, I set about trying to fingerprint, if you will, their distinctive sound vibrations," explained Boyd. "It was very much like detective work."

"Then, one afternoon, on my computer screen, a graphic which looked like a mountain ridge formed at one particular frequency—I'd isolated the 'acoustic signature' of the APUs, and this enabled Wes to build a device to turn on the recorder."

The students' space shuttle project is nearing completion in the labs and workshops of the Naval Postgraduate School.

"This experiment has been an opportunity for us to apply what we've learned in the classroom," said Lt. Bill Toti, project coordinator. "And for many of us, it's another step in the realization of long-held dreams." □

*Harstedt is assigned to the Public Affairs Center, San Diego.*



Opposite page: Lt. Tom Frey and Lt. Tina D'Ercole assemble the recorder which will measure noise levels in the space shuttle Discovery. Left: Lt. Austin Boyd analyzes a graphic display of the sound frequency which will turn on the recorder automatically as Discovery begins its flight. Above: Cmdr. Chuck Stehle checks the "vibration isolation system" he designed for the recorder's microphone.





# Bearings

## Helo trainer modification

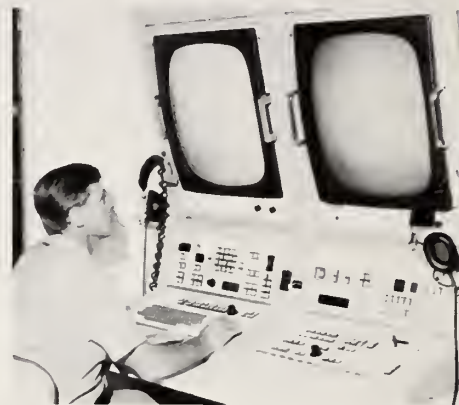
The SH-3 *Sea King* motion based helicopter trainer at Naval Air Station North Island, Calif., recently received a multi-million dollar addition: an acoustic (anti-submarine warfare) modification to the existing flight simulator trainer.

The trainer now can simulate multiple targets and track those targets with simulated active and passive sonobuoys. Antisubmarine warfare missions that previously could be accomplished only with an actual SH-3 and a submarine can now be

fully simulated with the trainer modification.

An instructor places simulated contacts into the trainer's computer, and the student aviation anti-submarine warfare operator must find and identify the contacts, as in a real-time situation. This acoustic modification will save money and man-hours in flight time and fuel expenditure, and in aircraft maintenance. ■

—Story by Lt. Jill Hawkins,  
HS 10 San Diego



An instructor prepares to simulate multiple target contacts on HS 10's trainer computer.

## Refugees reunited after 10 years

Quang Pham did not know where he was going when he and his family fled Vietnam. They eventually settled in Houston, and Pham attended Lowell University, Boston, where he majored in electrical engineering.

Saigon was under siege when Alan Tran and two of his brothers left. His family was later reunited in Guam and settled in Toledo, Ohio, where Tran attended the university and majored in electrical engineering.

Quang Pham and Alan Tran had been boyhood friends. They had played on school soccer teams together and had graduated from prep school together. Both wanted to be electrical engineers. That was in Saigon in 1975—then the two teenage boys lost each other in a war.

Tran searched for his friend, found nothing and thought he had died.

"I asked the Red Cross and Vietnamese newspapers if they could locate a guy named Quang Pham. They couldn't. I wrote letters to friends, who said Quang disappeared from Saigon.

"He must have gone to France, Australia, Germany or the United States, I

thought. He probably died at sea. We had friends who died at sea. Whole families didn't make it. It was very likely it could have happened to Quang."

It was Pham's first day on the job at the Naval Air Station Point Mugu, Calif., when he went to lunch with a friend. He was introduced to another new employee who had approached the table—Alan Tran.

Tran saw something familiar in Pham and checked the man's Pacific Test Missile Test Center badge. "I knew for sure he was alive," Tran said. "I embraced him and greeted him."

The two men are engineers in the Control Systems Development Division and now work in the same building. "We feel very content," Pham said. "But we still miss our relatives and friends. We left (behind) a lot of memories.

"We didn't come here for money, food or success," Tran said. "We came here for freedom—the freedom to do what I want with my work. I want to work with my hands, be an engineer. People here can sometimes take freedom for granted. People forget. It's easy to forget.

"In my country, over there, they look at me as an enemy—I'm not the son of a Communist member. I know people who are still in concentration camps. After 10 years, they are still in camp. The Communists are terrible, just terrible. They can

kill you without bullets; they make you wish you were dead.

"We were ready to risk everything. I thought, 'I have to go to save myself.' Property means nothing. Possessions nothing. I had to just go." He and Pham explained that in their culture, the individual is not important. The family is everything—the name.

"It's not that easy for first-generation families to be successful in another country: They want to go back but cannot because they had to get out of a fighting situation."

Tran and Pham live in Camarillo and spend a lot of their weekends in Orange County's Westminster, where a Vietnamese community thrives. They go there to see parents and friends, to capture the culture they were forced to leave behind.

As they continue with their work at PMTC, the two engineers continue to set goals and map out futures. Pham plans to get his master's degree, "maybe get married and settle down." Tran has similar ideas, but right now spends time visiting friends and his parents.

And both men are certain that this is a place where a first generation can be successful. ■

—Story by JO3 Jim Elliott,  
PMTC Point Mugu, Calif.



## USS Fulton aids Italian orphanage

Some of USS *Fulton*'s (AS 11) sailors wanted to get involved in the community when their ship was at La Maddalena, Sardinia, Italy, recently. And they wanted a challenge. So, they helped repair the buildings of a local orphanage.

The task: sand and refurbish weathered doors, replace broken windows, recaulk, reconstruct and repair book shelves, replace locks, refurbish the institute's enormous gate, and rewire portions of the electrical system.

"We took up collections to pay for the materials," said Ship's Serviceman Seaman Apprentice George Truitt. "Some of

the departments helped by contributing wood filler and letting us use tools. I enjoyed seeing the children's faces change from questioning looks to happy smiles.

"There was so much to be done. We didn't have to work as hard as we did, but everybody wanted to help."

Ensign Gordon Caylor acted as a coordinator and translator. "I've done this kind of work before. I've always found these opportunities provide the chance to have a special kind of interrelationship with children.

"Everyone we came into contact with was extremely friendly. They all were quite helpful with the language barrier and seemed to be encouraged by our efforts to communicate."

Boatswain's Mate 2nd Class Daniel W. Uland found the work interesting. "I

worked mostly on the doors and gate," he said. "I wanted to be a representative for my guys in the deck department. But it was personal, too. I'm away from my wife, and it was nice being around the children."

Through an interpreter, the institute's Mother Superior said that she "recognizes that the sailors are far away from home and miss their wives and children. I have great sympathy for them. The buildings needed the work, and the children and the staff are very appreciative."

The work done benefited the institute and gave *Fulton* sailors and officers a chance to help the community of La Maddalena. ■

—Story by SN Larry Coffey and  
JOSN J.B. Whiteley,  
USS Orion (AS 18)

## Seabees and crash crew training

Ten Seabees from Naval Mobile Construction Battalion 1 on a routine deployment to Okinawa, Japan, and other sites in the Pacific, recently participated in what was called "a different kind of training for Seabees."

"We had the opportunity to send 10 men to a week-long fire and aircraft crash crew exercise at Camp Futenma (Okinawa)," said Chief Builder Pete Guidry, NMCB 1 training chief. "We jumped at the opportunity because this type training is not normally available for Seabees."

The crash, fire and rescue team of Seabees split their firefighting training time between classroom projects and practical application.

During the week the men studied fire science, different types of extinguishing agents and protective clothing. By the middle of their training cycle they were concentrating on aircraft crashes and fire control.

Their last two days combined dry-runs



with the real thing—lighting off and fighting large training fires. ■

—Story by JO1 Roger Gassiot,  
NMCB 1

**A Seabee uses a high-power foam sprayer.**



## Marine salutes the Navy

Of special interest to me is the story about "Mighty Mo" in the November 1984 issue.

During the Okinawan Campaign, I was spotting fire (ANYTHING) from an O.P., north of Naha. We had three tanks knocked out in Wana Draw. I had a hometown buddy in that tank outfit. With a 20-power scope, I spotted the Japanese 47mm anti-tank gun that was doing all the damage. I tried to get fire from Marine artillery and Army artillery or their 4.2 mortars. NO LUCK—too close to the troops. Venting my anger below the O.P., I was informed that BB-63 had returned from shelling the coast of Japan and the JASCO Radio Officer had contact. Together, we agreed on the coordinates selected on my gunnery target map and decided to request selected fire.

I scanned the horizon for a glimpse of *Missouri's* superstructure so that I would know from which direction to expect the fire. If I couldn't see the *Missouri* her crew couldn't see Okinawa. Did they know where they were? That was a "no recall" projectile coming in. Suddenly, there was a flash on the horizon to our east. From the area of the brilliance, there appeared a tiny speck, growing rapidly, roaring like a freight train as it passed overhead. We lost sight of the 16-inch projectile about 50 feet above the ground, and then the earth shook as it exploded. Sorry, fellows—I take full blame for it striking over target. A correction of "Down 100" was sent back to *Missouri's* gunners and in it came, landing between the target and the O.P. A piece of shrapnel, as long as my leg, windmilled overhead, catching the grass afire behind the O.P. This drew an immediate response of "UP 50, UP 50, UP 50!" The third round was on target, as were the fourth and fifth. THE NAVY BOYS DID KNOW WHERE THEY WERE.

Now, the point of this letter: THIS MARINE WOULD BE PROUD TO HAVE OUR NAVY SHOOT OVER HIS SHOULDER—ANYTIME. ANYWHERE!

I was aboard *Missouri* Sept 2, 1945, and took the royal tour in 1969 (Bremerton, Wash., Mothball Fleet). I, too, will swell with pride each time this beautiful ship represents our country in any and all situations. "THANKS MEN!"

—George W. Poppe,  
former corporal,  
USMC.

## Reunions

• **OceanDevRon 8 (VXN-8)**—11th annual World Traveller's Ball, Sept. 28, 1985, NAS Patuxent River, Md. Contact LCdr. Chris Myers, VXN-8, NAS Patuxent River, Md. 20670. Telephone (301) 863-4562 (AV) 356-4150.

• **NAS Grosse Ile**—Reunion Oct. 5, 1985, NAS Grosse Ile. Contact Harry A. Barringer, NAS Grosse Ile Reunion, P.O. Box 450003, Mt. Clemens, Mich. 48045.

• **USS Spruance (DD 963)**—Reunion Oct. 11-13, 1985. Contact GSMC(SW) D.R. Norris, NavSurfLant ReadSupp GTMTT, FBPO Norfolk, Va. 23511 or A.R. Kelly, P.O. Box 9208, Norfolk, Va. 23505.

• **USS Hovey (DMS 11 and DD 208)**—Reunion Oct. 31-Nov. 3, 1985, Las Vegas, Nev. 98109. Contact Dusty Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

• **C.A.S.U. 3, World War II**—Reunion Oct. 28-Nov. 1, 1985, Hot Springs, Ark. Contact J. Murray Johns, 12922 S. 123rd E. Ave., Broken Arrow, Okla. 74011; telephone (918) 369-5467.

• **459th Bombardment Group Association and Associated Units (756, 757, 758, 759)**—Reunion Oct. 31-Nov. 3, 1985, Tucson, Ariz. Contact J.F. Devney, 90 Kimbark Road, Rochester, N.Y. 14610; telephone (716) 381-6174.

• **USS Conway (DD 507)**—Planning a reunion for World War II, Korea and Vietnam veterans. Contact Carl Shand, Rd. #3, Ware Road, Fulton, N.Y. 13069; telephone (315) 592-7891.

• **USCG Shawnee**—Reunion Sept. 11-12, 1985, South Lake Tahoe, Calif. Contact Bernard E. Peterson, 3350 Ticonderoga Dr., Fairfield, Calif. 94533; telephone (707) 429-0851.

• **USS Charrette (DD 581)**—Reunion Sept. 11-14, 1985, Hampton, Va. Contact G.P. Joyce, 2409 Lookout Court, Virginia Beach, Va. 23455.

• **USS Bell (DD 587)**—Reunion Sept. 13-15, 1985, Twin Cities, Minn. Contact Doug Wetherby, 1331 Fremont Ave., St. Paul, Minn. 55106; telephone (612) 774-5746.

• **USS Stephen Potter (DD 538)**—Reunion Sept. 19-22, 1985, St. Louis. Contact Don Huston, 19202 20th N.W., Seattle, Wash. 98177; telephone (206) 542-3495.

• **USS Sumner (DD 692), USS Moale (DD 693), USS Cooper (DD 695), VPB 34, USS Orca (AVP 49), LST 464, Battle of Ormoc Bay, Leyte, P.I., support units**—Reunion Sept. 19-22, 1985. Contact Warren Begley, 609 Newark Avenue, Elizabeth, N.J. 07208.

• **USS Alcor (AR 10/AD 34)**—Reunion Sept. 19-21, 1985, Norfolk, Va. Contact Lloyd Belperain, 145 Lafayette Ave., Norfolk, Va. 23503; telephone (804) 587-8618.

• **USS Farenholt (DD 491)**—Reunion Sept. 19-22, 1985, Williamsburg, Va. Contact Frank K. Gold, 14640 Tynewick Terrace, Silver Spring, Md. 20906; telephone (301) 598-5484.

• **USS Independence (CVL 22)**—Reunion Sept. 19-21, 1985, Omaha, Neb. Contact Bob Spinharney, 10511 "O" St., Omaha, Neb. 68127.

• **USS Quincy**—Reunion Sept. 19-22, 1985, San Diego. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Indiana (BB 58)**—Reunion Sept. 19-22, 1985, Maple Shade, N.J. Contact Tom Ruff, 3064 Indian River Dr. N.E., Palm Bay, Fla. 32905.

• **USS American Legion (APA 17)**—Reunion Sept. 19-22, 1985. Contact John N. Zuella, 7434 10th St. N., St. Petersburg, Fla. 33702.

• **USS Borie (DD 215)**—Reunion Sept. 20-22, 1985, Orlando, Fla. Contact Bob Manning, 310 W. Siesta Ave., Thousand Oaks, Calif. 91360; telephone (805) 497-2549.

• **USCOMSOLANT**—Reunion being planned. Contact YNC Donald M. Harrington, 168 Teakwood Circle W, W. Middleburg, Fla. 32068; telephone (904) 272-6794.

• **USS Langley Covered Wagon Association (CV 1/AV 3), USS Whipple (DD 217), USS Pecos (AO 6)**—Reunion Sept. 19-22, 1985, San Diego. Contact George Wade, 2005 Cordova Place, Carlsbad, Calif. 92008; telephone (619) 729-3296.

• **PatRon 5 MAD Fox Alumni**—Reunion Sept. 20-21, 1985, Orange Park, Fla. Contact Raymond E. Chute, P.O. Box 2071, Orange Park, Fla. 32067-2071.

• **USS Kimberly (DD 521)**—Reunion Sept. 20-22, 1985, Rosemont, Ill. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla.

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# Reunions

32809; telephone (305) 855-5625.

• **Navy VPB 26**—Reunion Sept. 20–22, 1985, Corning, N.Y. Contact R.J. Moreiko, Road #8, Box 594, Binghamton, N.Y. 13904; telephone (607) 723-9120.

• **USS R.L. Wilson (DD/DDE 847)**—Reunion Sept. 20–22, 1985, Lancaster, Pa. Contact Robert J. Rudy, 330 S. 7th St., Lebanon, Pa. 17042; telephone (717) 273-8726.

• **USS Canberra (CA 70/CAG 2) and HMAS Canberra**—Reunion Sept. 20–24, 1985, Brisbane, Australia. Contact James L. Perreten, 4401 Graywood Ave., Long Beach, Calif. 90808; telephone (213) 425-3390.

• **LCI (L) Flotilla II**—Reunion Sept. 26–28, 1985, Mystic, Conn. Contact Paul "Nick" Carter, 402 S. Lucas St., Iowa City, Iowa 52240; telephone (319) 338-2473.

• **USS LST 312**—Reunion Sept. 26–29, 1985, Virginia Beach, Va. Contact Vince Gagliardi, 9506 D 3rd Bay, Norfolk, Va. 23518; telephone (804) 587-0752.

• **USS Reid (DD 369)**—Reunion Sept. 26–29, 1985, Tulsa, Okla. Contact Robert T. Sneed, 1537 N. 59th St., Milwaukee, Wis. 53208.

• **USS New Mexico (BB 40)**—Reunion Sept. 27–29, 1985, Chattanooga, Tenn. Contact LeRoy Miller, 8619 Villa Crest Dr., St. Louis, Mo. 63126; telephone (314) 842-1806.

• **USS Frybarger (DE 705)**—Reunion Sept. 27–29, 1985, Myrtle Beach, S.C. Contact Alex W. Boyd, 5107 Bryce Lane, Richmond, Va. 23224.

• **Carrier Escort Sailors Association**—for anyone who served in carrier escorts. Write W.W. Irwin Jr., 2134 Hoyt Dr., Baton Rouge, La. 70816.

• **USS LST 699**—Reunion October 1985, Syracuse, N.Y., for World War II crew members. Contact Oren C. Knapp, 77 Oneida St., Oneonta, N.Y. 13820; telephone (607) 432-1392.

• **USS Monrovia (APA 31)**—Reunion October 1985. Contact Art Dunkelberger, 1138 Rana Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.

• **SSK 2/SSK 3**—Reunion October 1985, Norfolk, Va. Contact Robert Poulin, 3428 Kings Lake Drive, Virginia Beach, Va. 23452; telephone (804) 486-5125.

• **USS Nashville (CL 43)**—Reunion Oct. 2–4, 1985, Orlando, Fla. Contact A.B. Speed, 13229 Des Moines Way S., Seattle, Wash. 98168; telephone (206) 762-0209.

• **USS Chevalier (DD 451)**—Reunion October 1985, San Diego. Contact Kurt W. Borian 24853 96th Ave., S. #1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Fletcher (DD/DDE 445)**—Reunion Oct. 3–6, 1985, Alexandria, Va. Contact James L. Shankster, 1036 Hampton Road, Harrah, Okla. 73045.

• **USS Metcalf (DD 595)**—Reunion Oct. 2–6, 1985, Hampton, Va. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

• **USS Franks (DD 554)**—Reunion Oct. 3–6, 1985, San Diego. Contact Bob Numbers, 1240 Woodside Road, #21, Redwood City, Calif. 94061.

• **USS Elokomini (AO 55)**—Shipmates interested in a reunion, contact Ange Trippy, 5425 Tonawanda Creek, N. Tonawanda, N.Y. 140120.

• **"Banana Fleet Marines"**—Reunion Oct. 9–11, 1985, Fort Walton Beach, Fla. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS Joyce (DE 317)**—Reunion Oct. 9–13, 1985, Baltimore. Contact Joe Helmingier, 1513 Huron Ave., Metairie, La. 70005; telephone (504) 831-1454.

• **USS Hansford (APA 106)**—Reunion Oct. 10–12, 1985, Reno, Nev. Contact Billy W. Barnett, 1746 Trenton Ave., Bremerton, Wash. 98310.

• **USS Chester (CA 27)**—Reunion Oct. 10–12, 1985, Orlando, Fla. Contact Bobby E. Osborne, P.O. Box 1057, Waxahachie, Texas 75165; telephone (214) 937-8308.

• **USS Paul Hamilton (DD 590)/USS Twigg (DD 591)**—Reunion Oct. 10–12, 1985, Norfolk, Va. Contact Walter B. Tucker, 2437 Two Oaks Dr., Charleston, S.C. 29407.

• **Marine Corps Aviation Association**—Reunion Oct. 10–13, 1985, Chicago. Contact J.B. Maas Jr., P.O. Box 296, Quantico, Va. 22134.

• **USS Register (APD 92)**—Reunion Oct. 11–13, 1985, Indianapolis. Contact Charles Troup, 2521 N. Lake Mitchell Dr., Cadillac, Mich. 49601; telephone (616) 775-2580.

• **LST 325**—Reunion Oct. 11–13, 1985, Norfolk, Va. Contact C.W. Conway, 233 Oakwood St., Hammond, Ind. 46324; telephone (219) 933-7558.

• **USS Ellyson (DD 19), (DMS 19)**—Reunion Oct. 11–13, 1985, Charleston, S.C. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS Major (DE 796)**—Reunion Oct. 11–13, 1985, Louisville, Ky. Contact C.C. Wilson, Road 2, Box W-10, Stonington, Conn. 06378.

• **USS Weedon (DE 797)**—Reunion Oct. 11–14, 1985, Virginia Beach, Va. Contact Ed

Hansen, 495 Hilltop Lane, Cincinnati, Ohio 45215; telephone (513) 522-8625.

• **USS Register (APD 92)**—Reunion Oct. 11–13, 1985, Indianapolis. Contact Charles E. Troup, 2521 N. Lake Mitchell Dr., Cadillac, Mich. 49601; telephone (616) 775-2580.

• **USS Helm (DD 388)**—Reunion Oct. 13–16, 1985, Kissimmee, Fla. Contact Thomas J. Reilly, 412 E. Grand Ave., Rahway, N.J. 07065; telephone (201) 382-0481.

• **USS Saucy (PG 65)**—Reunion Oct. 16–19, 1985, Charleston, S.C. Contact Henry Rogers, 38 Falcon Terrace, Middletown, Conn. 06457; telephone (203) 346-6701.

• **Marine Bombing Squadron VMB 611**—Reunion Oct. 16–20, 1985, King of Prussia, Pa. Contact Gilbert DeBlois, 9904 Stoughton Road, Fairfax, Va. 22032.

• **Patrol Squadron 45**—Reunion Oct. 17–19, 1985, Pensacola, Fla. Contact Mort Eckhouse, 4207 Rosebud Court, Pensacola, Fla. 32504; telephone (904) 477-3661.

• **USS Russell (DD 414)**—Reunion Oct. 17–19, 1985, San Diego. Contact Tom Murphy, 904 E. North Ave., Lompoc, Calif. 93436.

• **USS Edison (DD 439)**—Reunion Oct. 18–20, 1985, Orlando, Fla. Contact Larry Whetsline, 8083 Haviland Dr., Linden, Mich. 48451; telephone (313) 735-5369.

• **USS Grayson (DD 435)**—Reunion Oct. 18–20, 1985, Charleston, S.C. Contact Frank Erdos, 2310 Canal Bluff Place, Sarasota, Fla. 33581.

• **26th USNCB Association**—Reunion Oct. 24–26, 1985, Paducah, Ky. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Christopher (DE 100)**—Reunion Oct. 25–26, 1985, Charlotte, N.C. Contact S. Jack Hughes, Route 14, Box 482, Kings Mountain, N.C. 28086; telephone (704) 739-6269.

• **USS Gambier Bay (CVE 73) and VC 10 Association**—Reunion Oct. 24–27, 1985, Nashville, Tenn. Contact Tony Potochniak, 1100 Holly Lane, Endicott, N.Y. 13760.

• **USS St. Louis (CVE 63)**—Reunion Oct. 24–26, 1985, St. Louis. Contact John Ibe, 1477 Lakeridge Lane, El Cajon, Calif. 92020; telephone (619) 458-9822.

• **USS Lamson (DD 367)**—Reunion Oct. 25–28, 1985, Nashville, Tenn. Contact Ray Duley, Heritage Square L-3, Mission, Texas 78572; telephone (512) 581-4632.

• **USS Enterprise (CV 6)**—Reunion in Painesville, Ohio, for all military veterans active, inactive, and retired for "Pearl Harbor Remembrance Day." Contact William Kochever, 1840 Mentor Ave., Painesville, Ohio 44077; telephone (206) 354-9530.

# CHRISTMAS MAILING DATES—1985

## Military Mail—Outbound

To assure the timely arrival at overseas destinations for Christmas delivery, all mail should be posted in the Continental United States on or before the following dates in 1985:

Destination	Priority	Letters	Parcels		Surface
			Airlift Space Available		
			(PAL)	(SAM)	
Africa .....	2 Dec. ....	2 Dec. ....	11 Nov. ....	4 Nov. ....	4 Nov.
Alaska.....	9 Dec. ....	9 Dec. ....	2 Dec. ....	25 Nov. ....	25 Nov.
Hawaii .....	9 Dec. ....	9 Dec. ....	.....	.....	25 Nov.
Australia .....	25 Nov. ....	25 Nov. ....	11 Nov. ....	4 Nov. ....	18 Oct.
Caribbean/West Indies.....	9 Dec. ....	9 Dec. ....	25 Nov. ....	18 Nov. ....	18 Nov.
Central and South America.....	25 Nov. ....	25 Nov. ....	11 Nov. ....	4 Nov. ....	1 Nov.
Europe .....	6 Dec. ....	6 Dec. ....	25 Nov. ....	15 Nov. ....	1 Nov.
Far East .....	6 Dec. ....	6 Dec. ....	25 Nov. ....	15 Nov. ....	18 Oct.
Greenland.....	2 Dec. ....	2 Dec. ....	25 Nov. ....	18 Nov. ....	1 Nov.
Iceland.....	9 Dec. ....	9 Dec. ....	25 Nov. ....	18 Nov. ....	1 Nov.
Mid-East .....	29 Nov. ....	29 Nov. ....	4 Nov. ....	28 Oct. ....	28 Oct.
South and East Asia .....	25 Nov. ....	25 Nov. ....	8 Nov. ....	4 Nov. ....	18 Oct.

Outside the Continental United States, i.e., Puerto Rico, Virgin Islands, Hawaii, Alaska, and Trust Territories, customers should request posting dates which will insure that Christmas mail en route to other countries is available in the Continental United States by the dates listed above.

## Military Mail—Inbound

To assure timely arrival and delivery at United States destinations, all mail should be received at the gateway points by the following dates:

Destination	Priority	Letters	Parcels		Surface
			Airlift Space Available		
			(PAL)	(SAM)	
Gateway Points .....	13 Dec. ....	13 Dec. ....	11 Dec. ....	2 Dec. ....	2 Dec.

## International Mail—Outbound

Destination	Air Parcels	Airmail Letters/Cards	Surface
North and Northwest Africa .....	25 Nov. ....	2 Dec. ....	18 Oct.
Australia .....	25 Nov. ....	25 Nov. ....	18 Oct.
Caribbean/West Indies.....	11 Dec. ....	11 Dec. ....	11 Nov.
Central and South America.....	4 Dec. ....	4 Dec. ....	4 Nov.
Europe .....	2 Dec. ....	6 Dec. ....	4 Nov.
Far East .....	2 Dec. ....	6 Dec. ....	18 Oct.
Mid-East .....	25 Nov. ....	29 Nov. ....	18 Oct.
Southeast Asia .....	25 Nov. ....	25 Nov. ....	18 Oct.
Southeast Africa .....	25 Nov. ....	2 Dec. ....	18 Oct.
West Africa .....	25 Nov. ....	2 Dec. ....	18 Oct.

Outside the Continental United States, i.e., Puerto Rico, Virgin Islands, Hawaii, Alaska, and Trust Territories, customers should request posting dates which will insure that Christmas mail en route to other countries is available in the Continental United States by the dates listed above.





A sailor takes advantage of a quiet moment aboard USS New Orleans (LPH 11). The ship was at its San Diego homeport.

Photo by PH2 Randy Hayes



Photos by SSgt. Cecil Stack, Soldier's Magazine

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**Happy 40th birthday, USS Midway (CV 41)**



# ALL HANDS

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62nd YEAR OF PUBLICATION

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## Covers

Front: Crewmen of the world's first nuclear-powered submarine, *Nautilus*, prepare to moor at Groton, Conn. See story on page 26. Photo by PH3 Joan Zopf.

Back: Naval Academy quarterback Bob Misch at the Navy-South Carolina 38-21 upset last year. Misch completed 10 of 21 passes for 114 yards and two touchdowns that game. See USNA's 1985 football schedule on inside back cover. Photo by Phil Hoffmann.

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*Tuffli*





# Terrorism: facing an ugly reality

I hate being frightened. That's why I refuse to think about crashes during a plane flight; rape and missing children when away from my wife and son; or a host of other horrible things that might happen. It's also why I never thought much about terrorism.

In my mind, terrorism has always been something that could never happen to me—something that happens only on television, and then only to diplomats and foreigners. That's what I thought, until three sailors convinced me otherwise.

Steelworker 2nd Class Kenneth Bowen and Construction Electricians 2nd Class Clinton Suggs and Tony Watson are divers. They too have families, friends and fears. Their jobs in the Navy are just that, jobs—ones that allow them to work at something they enjoy and visit different and exciting parts of the world. They work hard, they play hard and they never thought terrorism could happen to them.

But it did.

Along with Engineering Aide 1st Class Stuart Dahl, Equipment Operator 1st Class Jeffrey Ingalls and Steelworker 2nd Class Robert Stethem, was part of a seven-man dive team from Underwater Construction Team 1 (a Norfolk, Va.-based

Seabee unit) which completed a routine repair project in Greece this summer, boarded a TWA flight in Athens, and found themselves smack-dab in the middle of the unthinkable. In a twist of fate, the seventh diver took leave in Europe instead of returning home with the team.

Within minutes after takeoff, two armed terrorists jumped from their seats, commandeered the aircraft and ordered the pilot to fly to Beirut. In an instant, 153 passengers and crewmembers became hostages—victims of terrorism. What the sailors thought would never happen to them was happening.

“Just looking at those guys, you would never in your wildest dreams think they would do something like that. They were just clean-cut looking business people,” recalled Bowen. “They looked like the 150 other people that were on the airplane. The next thing I knew, these guys were running up and down the aisles with guns and hand grenades.”

After taking control of the aircraft, the terrorists ordered the collection of passports, which put the divers in an awkward position. They knew identifying themselves as members of the military was not in their best interest, but they were trav-

eling under orders—the only papers they could produce were military identification cards and one official passport. They had no choice but to hand them over.

From that moment on, six typical sailors became vulnerable symbols of America's military strength.

The hijacking was less than 24 hours old when the gunmen singled Stethem out from among the military hostages. They beat him viciously, shot him, tossed his 23-year-old body onto the tarmac at Beirut airport and threatened: “One more, five minutes.”

A routine assignment had turned into a nightmare. The divers had received a Naval Investigative Service terrorism brief before their deployment season started, but they still couldn't believe it was really happening to them.

“A lot of people didn't take the terrorism briefing we had seriously,” recalled Suggs. “Then when it really hits home, you say ‘Oh my God, what's going on. How come no one told us anything!’ But they did. Nobody was listening.”

\* \* \*

The terrorists acted so swiftly that the divers had little time to think or act. Any

# Terrorism

notions they held of overpowering the hijackers were quieted by Stethem's death.

"They (the hijackers) were both small guys, and I thought about making a move. Then I thought again," said Suggs. "I knew there would be no heroes. We would just have to sit it out."

One of the divers, Ingalls, was separated from his companions and held with a group of hostages the terrorists said had "Jewish sounding names." He would not rejoin his teammates until the ordeal was over.

Shortly after Stethem's death, the remaining military hostages—four divers and an Army reservist—were separated from the other passengers and hustled from the plane. They were taken to a Beirut apartment—two small rooms and a bath—where a steel door, protected by armed guards, separated them from freedom. Their only view of the outside world was through a barred window, which they were advised to avoid because of gun battles in the streets below.

Their quarters were cramped, but as far as the divers were concerned, things were looking up. Except for Ingalls, they were together as a group and able to do what they knew best—work as a team.

"As soon as the guards put us in our room and locked the door, right then we started talking," said Bowen. "Four of us knew each other pretty well, so we got to know the fifth guy, a major in the Army Reserve."

None of the men knew the code of conduct verbatim, but they did know, as military men, certain things were expected of them.

"I kept the code of conduct in mind as much as possible," said Watson. "Even though we weren't technically prisoners of war, I wanted to keep true to my country and not let the terrorists strip my dignity away."

The group immediately established a chain of command and began planning their escape—something they all had been thinking about.

"None of us wanted to be there," said Watson. "We decided it was best to bring it (escape) up in the open and talk about

it, instead of having someone doing something rash on his own, like trying to hit a guard on his head and take his weapon or something like that. We decided it was best to plan it out in case a situation developed where we could escape. We wanted to be ready if that moment ever presented itself."

Until that time the men knew they would have to learn to live with their circumstances. They also knew they would have to walk a fine line while in captivity.

To better their chances of survival they had to stay on the good side of their captors. They befriended one of their guards, a teen-age boy named Hassaan, and tried to learn as much Arabic as they could. But they also had to avoid appearing sympathetic to the terrorist cause.

"That's where the code of conduct helped out a lot, too," Watson added, "just remembering that we are American fighting men and that our loyalties are to the country."

"Quite often they wanted us to pose for still pictures with one of their weapons. That would really look bad on us and look bad on the country if a picture ever came out of military hostages holding a (Soviet made) AK47."

Watson and the others also made a special effort to avoid political discussions. "I'm not a diplomat," he said. "I don't know enough about American politics, so I'm not about to get involved with foreign politics. There are certain areas you definitely want to stay away from."

No part of their imprisonment was easy, but the early going was by far the worst. During the first few days of their confinement, three guards enjoyed frightening the captives with a modified version of Russian roulette.

"We didn't know it, but they would take the magazine and pull it down just enough that it wouldn't fire," recalled Bowen. "Then they would pull the bolt back and slide it home, then point the gun right at one of us and pull the trigger."

"We were playing cards one day and they were playing around with the guns. One of them went off. An AK47 spit out four rounds, just like that. One of the

rounds landed just in back of Tony (Watson). It was very quiet there for a little bit. We checked to see if everybody was all right, then they started laughing. They thought it was funny."

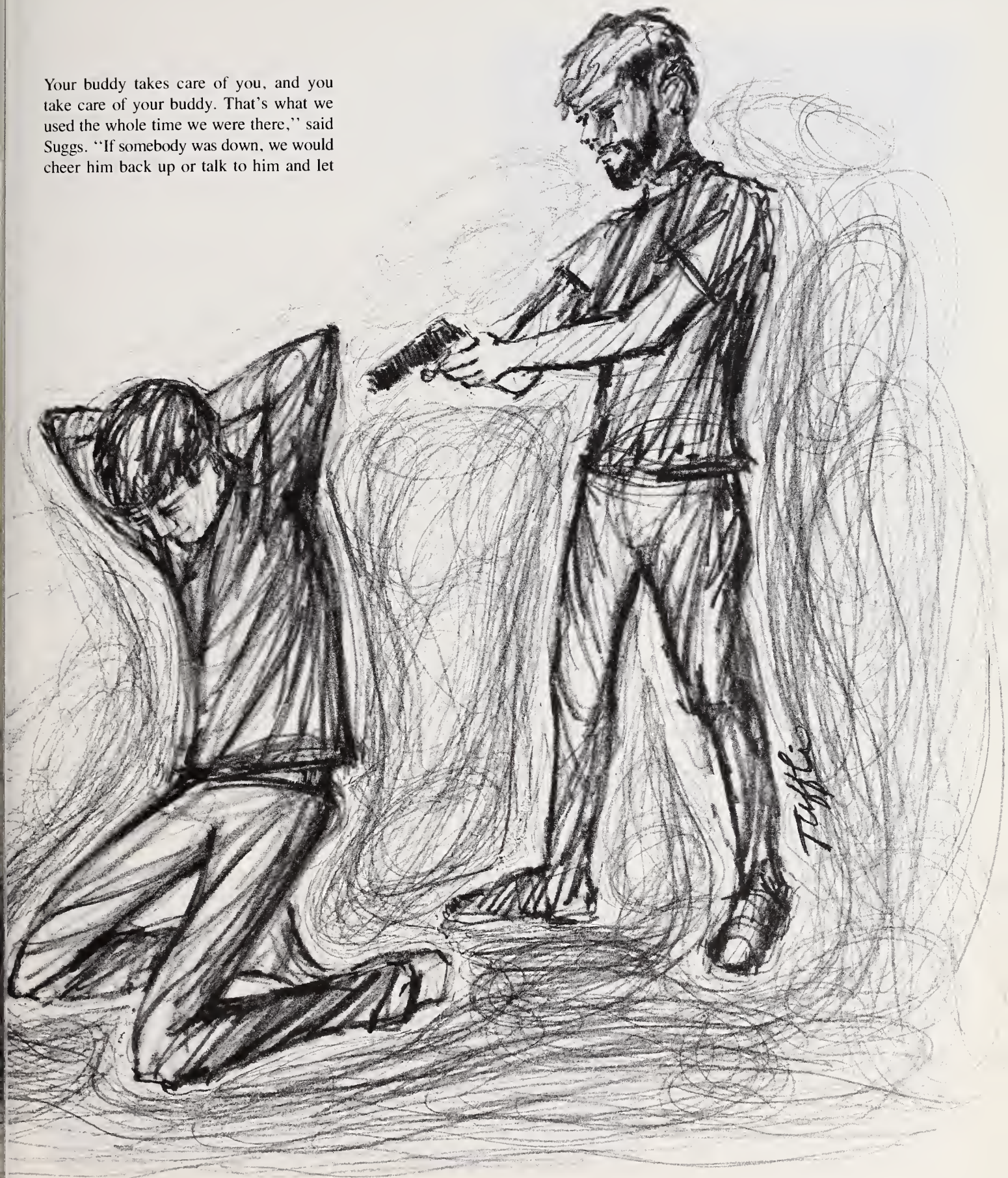
The five hostages were terrified, but determined to maintain their military bearing. One aspect of their military training was especially helpful during their ordeal.

"We use the buddy system in diving.





Your buddy takes care of you, and you take care of your buddy. That's what we used the whole time we were there," said Suggs. "If somebody was down, we would cheer him back up or talk to him and let





him get that little bit of sadness out. The buddy system works."

During their captivity they started a regular exercise routine—working out in pairs out of sight of the guards, so not to arouse suspicion. This routine was started in part to pass time, but also to prepare for their planned escape, which was beginning to take form.

After about a week of being cooped up in the small apartment, their captors took them up to the roof for some fresh air. The first thing the five hostages did was scout out the surrounding area and look for landmarks amid the bombed out rubble that is Beirut. They could see a plane fly in for a landing, so they knew they weren't far from the airport. In the distance, to the east, were mountains. To the west, less

than a mile away, they could see the inviting waters of the Mediterranean.

"We knew we didn't want to go to the airport, and we knew we didn't want to go to the mountains, so we figured our best option was to head to the water," said Bowen.

"We had heard that Israeli gunboats patrolled the coast quite frequently," he explained. "We also knew American ships were somewhere close, and thought maybe with some luck we could swim out to one of them."

Escape, however, wasn't their primary source of hope. The sailors believed that more reliable forces were working to win their release.

"We just kept up the faith that our government knew we were there, that they

hadn't forgotten about us and they were doing things to bring us home," said Watson. "We kept faith in our country, kept faith in God, and kept faith in each other."

Their faith proved well-founded. After 17 days in captivity, they were released. Through countless debriefings and interviews with the press, one message was clear in all their statements: It may be frightening, but terrorism is something we have to think about.

"Before this happened we all thought it could never happen to us, but this really brought the point home that, yes, it does happen to us," said Watson, "and it could happen just as easily to anyone else." □

—Story by JOI(SW) E. Foster-Simeon

## Now that you know it can happen...

Quick! What should you do if taken hostage by terrorists?

According to Special Agent Ray Carman, head of the Naval Investigative Service counter-terrorism management and policy branch in Washington, D.C., your life may depend on the answer.

"In the military we're taught to be brave and to charge straight ahead," says Carman. "I guess that's a good philosophy in military tactics, but once you're taken hostage it makes no sense doing that.

"Your best chance of survival is to do what they want (within the limits of the UCMJ). Play along with their game and just keep in mind, no matter how bleak it looks, the U.S. government is doing whatever it can to free you. It may take a couple of hours, it may take weeks, but the U.S. government is working to get you out of that situation."

Carman says the most dangerous moments in any hostage situation are during

the first hour, usually within the first 15 minutes, when someone makes the mistake of trying to be a hero.

"If you're going to get killed, chances are that's when it will happen," he says. "The terrorists are really going to be up-tight, and they are going to want to prove that they are in charge. If you start mouthing off, they'll prove it by beating you up, by pistol-whipping you, or whatever."

By virtue of the fact that we wear military uniforms today, we must be aware of the high threat of terrorist attack we face almost anywhere in the world.

"There is a lot of unrest in the world today, and a lot of people perceive Americans as the bad guys," says Carman. "Everyone, regardless of rank, is a target. Maybe not to the same extent as a flag officer, but he's still a target. It's killing an American that makes the terrorists' point. If they kill an E-1 or an E-5, it makes their point—the symbolic point of

hitting an American target."

Just because we're targets, however, doesn't mean we have to take on the role of sitting ducks. According to Carman, there are a number of things we can and should do to protect ourselves.

Much of that information is sensitive—we don't want to tip our hand to the terrorists—but NIS agents are ready and waiting to give terrorism briefings at your request.

But who should get a briefing and when?

At a minimum, high ranking military people, and anyone preparing for a trip overseas should receive the briefing. But all military people are encouraged to learn about the threat of terrorism.

"We want to talk to as many people as possible in private forums," says Carman. "We'll go anywhere and to any command to brief them."

For more information, contact your nearest NIS office. □



# Midway safety is combined experience



Story and photos by PH2 Alexander C. Hicks Jr.

Safety at sea is a team effort—especially aboard the 7th Fleet aircraft carrier USS *Midway* (CV 41).

“While everyone else aboard *Midway* is doing their jobs, the safety department makes sure they don’t hurt themselves in the process,” said Cmdr. Stephen K. Jones, head of *Midway*’s safety department.

The department has one of the most difficult and challenging missions on an aircraft carrier—the safety of its 4,500 crew members.

The 14-person team looks everywhere, from the ship’s superstructure to the lowest point of the hull, to get rid of hazards to the ship and crew.

“All my men are petty officers first class or above, from many different ratings in the Navy,” Jones said. “Because of our variety of experiences, our judgment is respected. We can step into a situation and make a decision that will solve the problem on the spot.”

“We use our combined expertise to get the job done,” Chief Aviation Boatswain’s Mate Rafael Cruz said. “No one can pull the wool over our eyes. Whenever one of my people finds someone violating a safety rule, the first thing he hears is, ‘Show me the rule book.’ That’s why we keep the technical manuals in our shop. We don’t just make up the rules to slow people up. The safety department tries to

enforce the rules so that no one gets hurt.”

Safety personnel work around the clock, checking everything from fire extinguishers to complex electronic equipment.

They report their findings to Electronics Technician 1st Class Gary Bush. “I collect all the statistics about accidents on *Midway*,” he said. “The data is used by *Midway*’s supervisors to take corrective action and prevent the same types of accidents from happening again.” His records show that most injuries come from people running into objects. Eye injuries caused by foreign objects are also high on the list. According to the records, sailors between 18 and 22 years of age have about 55 percent of the accidents on *Midway*. Another high-risk group is sailors new to the ship.

Many accidents could be prevented if the people involved would use common sense. “You have to be aware of things going on around you at all times,” said Bush. “Our world on an aircraft carrier is always changing, and we have to be prepared for anything.” □

*Hicks is assigned to 7th Fleet Public Affairs Rep. Subic Bay, R.P.*

**Top:** Cmdr. Steve Jones, *Midway* safety officer, checks safety data. **Left:** Jones (center) inspects the flight deck.





Photo by Cmdr. Fred Girton

# Winter Special Olympic Games

Story By Cmdr. M.K. Murphy



Photo by Cmdr. Fred Girton

Clockwise from above: Sargent Shriver opens the 1985 Winter Special Olympic Games in Park City, Utah; Special Olympic flags; Actor Dick Sargent, star of "Bewitched," escorts members of the Oklahoma contingent of the Special Olympians during opening ceremony; Actress Maureen McCormack of "The Brady Bunch" escorts a Kansas Special Olympian; Cmdr. Fred Girton (left) and Lt. David Hoffman man a first aid station.

The 1985 International Winter Special Olympic Games began for me in November 1984 during a family conversation. My brother, Jim, executive director of the games, and I were discussing the logistics requirements for putting together an event that size.

At first, I made a simple offer to give personal medical assistance. As the concept grew, my offer began to encompass the staff and residents of the Family Practice Teaching Program at Naval Hospital Pensacola, Fla., my duty station.

Five Navy physicians besides myself—Cmdr. Fred Girton, Lt. Cmdr. Kenneth Harman, Lt. Cmdr. Raul Ramos, Lt. Michael Ford, and Lt. David Hoffman—from Naval Hospital Pensacola and Hospital Corpsman 1st Class Dave Mosier from Salt Lake City Navy/Marine Reserve Center provided medical help for the games and associated activities. Two doctors are staff family practitioners, four are residents.





Photo by Lt. David Hoffman

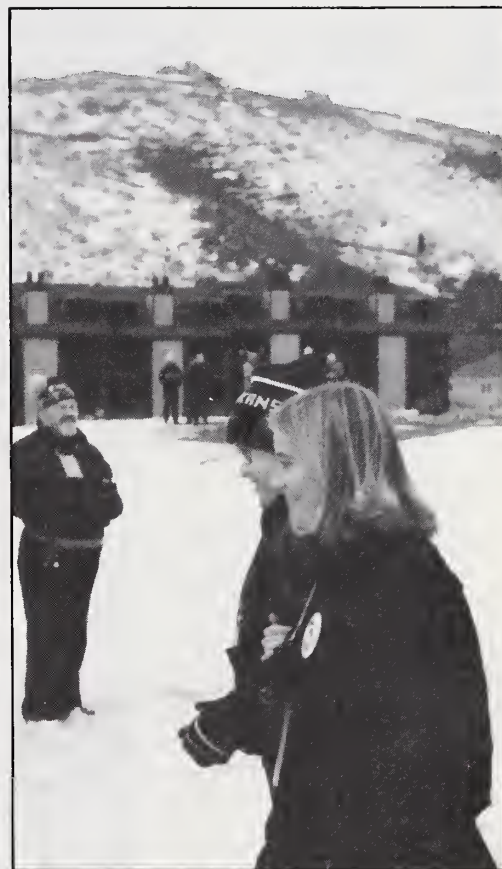


Photo by Lt. David Hoffman

Training Air Wing 6, Naval Air Station Pensacola, provided transportation to Utah, and the Navy medical team was included on a regularly scheduled navigational cross-country training flight. The 1985 International Winter Special Olympic Games National Committee provided housing, and Navy recruiters in Ogden and Salt Lake City gave logistical support.

The games, held in Park City, Utah, last March, made up the fourth International Special Olympic competition to be sponsored by the Joseph P. Kennedy Foundation and the second for winter sports. Eight hundred athletes, from 15 countries and 50 U.S. states, competed in numerous winter sports events. All competitors were at least 10 years old and had mental handicaps—I.Q.'s no greater than 75. Associated with the special athletes were 3,000 coaches, family, staff, and volunteers.

Competition included figure skating, speed skating, cross-country skiing, and downhill skiing. Athletes competed in their particular events at their own levels of ability and training. Used to promote



Photo by Lt. David Hoffman

growth and development through sports, the games are summed up in the Special Olympic Oath: *Let me win, but if I cannot win let me be brave in the attempt.*





# Special Olympics



Photo by Cmdr. Fred Girton

The Olympic Flame from Greece was transferred hand-to-hand to light the Olympic Torch. Eight hundred proud athletes, plus their families, coaches, and many well-known sports and entertainment celebrities paraded into the Park City Olympic complex, opening the games officially. Thousands cheered as the Special Olympic Flame was lit.

The week's events began with classification of athletes by their abilities. Each event was a labor of love and true courage. Children once left in society's wake were racing downhill, skiing cross-country, gliding across the ice, and doing compulsory figure skating.

Many times, each event was accomplished simply by the faith that the athlete could do it. After each race or event, athletes were greeted by a "volunteer hugger" and by cheers of spectators. TV cameras and newsmen were present. Entertainment and sports figures came and went; but the athletes still remained the stars. Smiles, joy, and the unselfishness expressed by their accomplishments showed why these athletes were not only special, but also Olympians in the true sense of the word.

Dr. Girton and I were team leaders at two of the four arenas of competition—the Cottonwood Sports Arena and the Salt Palace in Salt Lake City. We coordinated medical care and acted as liaisons to Dr. Robert Wynn, medical director for the games. Each resident rotated through each



competition area to observe and help with medical care. At the end of each day, we returned to Park City to medically supervise the social events.

Evening events consisted of a "Country Swing," "Entertainment Extravaganza," and "A New Wave Dance." Each social event was held each night for three consecutive nights so that all athletes and coaches could attend. In each case, medical care and the Navy were present.

Fortunately, the medical needs throughout the week were few. There were the usual bruises and cuts. There were falls and twisted ankles as well, but the athletes were well supervised and greatly motivated. Additionally, they were well trained

and conditioned to compete. In four days of intense competition, there were no serious injuries.

The last two days of competition saw the awarding of ribbons and medals. Competition was judged by International Olympic Standards, and each athlete went away with no less than a seventh place ribbon and all the love he could hold. The joy was real and so were the accomplishments.

The final day—the closing ceremonies—brought more tears of joy, medals, and hugs. This culminated in the grand finale of closing ceremonies. Phil Donahue was master-of-ceremonies, Miss America sang, as did the Mormon Tab-



Photo by Cmdr. Michael Murphy





Photo by Lt. David Hoffman

Opposite page: Speed skating Special Olympians psyche up for their events, warm up just before competition, and twin sisters Elaine and Ellen Hamilton get the silver and gold medals in figure skating. Left: No Special Olympian walked away with anything less than a seventh place ribbon. Below: A "special hugger" waits as a Special Olympian rounds the last curve on the downhill ski competition.

ernacle Choir. Tai Babylonia and Randy Gardner and Jo Jo Starbuck and her partner Ken Shelley performed on the ice. Doug Henning did his illusions, Indians danced, and the Brigham Young Ambassadors performed. The show was for the athletes sitting in the stands, many holding their hard-won ribbons and medals. Throughout it all, we of the Navy medical team were privileged to share in the joy and render medical care when necessary.

We were proud to have been a part of the Special Olympics and were humbled by the great athletes we worked with. It only confirmed our beliefs that all those who work together and are brave in their attempts at success have a chance for the gold. □



Photo by Cmdr. Michael Murphy

# Leadership

## formula for success

This year's 1985 Sailors of the Year voiced similar philosophies on personal attitudes and leadership skills, and they hailed the people they've worked with as primary assets for their success.

These sailors are Chief Machinist's Mate Michael E. Call, Atlantic Fleet; Chief Gunner's Mate Stephen J. Nelson, Pacific Fleet; Chief Aviation Machinist's Mate Kurt R. Schaedel, Shore; Chief Yeoman Louise B. Sparkman, Reserve.

While in Washington, D.C., with their families in July, each was meritoriously advanced to chief petty officer and awarded a Navy Commendation Medal.

The winners will spend a year in special assignments: Call as assistant to Fleet Master Chief, U.S. Atlantic Fleet, Norfolk, Va.; Nelson as assistant to Force Master Chief, Naval Surface Force, U.S. Pacific Fleet, San Diego; and Schaedel with Fleet Master Chief Naval Shore Activities, Washington, D.C. Sparkman will sit on the Naval Reserve Force Policy Board, New Orleans, for a week.

"About five years ago, on my second boat, I took on the attitude that there was nothing that each individual could throw at me that I couldn't handle," said Call, who plans to apply for the limited duty officer program. "I think that attitude got me to where I am today and will get me to where I am going."

Constant evaluation is important, according to Call, who was leading petty officer of the machinery division of USS *Honolulu* (SSN 718) precommissioning unit. "When things go wrong, you need to evaluate your own attitude and position. Yet, when things go well, you can't slow

down and say 'I've got a nice cushion now, that's it.' "

Yet, taking on tasks for personal gain or volunteering for command programs because they might pave the road to awards or special recognition is not exerting the best attitude, according to Schaedel. "You've got to do the job that you do because you want to and because it's for the Navy, not (because it's) for you." Schaedel is a nine-year veteran who has been involved in various areas of aviation training.

As supervisors, taking care of people in terms of giving credit, building teamwork and providing training is paramount in leadership to each of the new chiefs.

"If (my people) are happy, they're going to do a good job, better than it's ever been done in the past," said Schaedel, who supervised a 25-man work center that maintained aircraft engines and related systems. "If they're doing a good job, give them the pat on the back. If they're not doing a good job, don't let it slip in the cracks for one guy and force the rules on another guy. Be firm all the way around."

The biggest mistake people in supervisory positions make is that they think they know enough that they don't have to go to the kid who's been in six months, according to Call. He emphasized that the young sailor may have something to contribute, but if he isn't asked or if he doesn't know how to get his idea across, the idea is lost, and so is an important part of team effort.

"The team that works together is the one everybody looks at and says 'I'd love to work in that crew.' It's the team where

everybody's getting the recognition and everybody's stepping aside for everyone else. It's a team where everyone can share the limelight, not just one individual," Call said.

One of the greatest motivation factors and training tools, according to Sparkman, is to listen to a sailor's idea, give him not only positive and constructive feedback, but ask him how the idea can work. By putting some of the responsibility back on the individual, Sparkman said, "He feels like we're there working together and a part of the team. If you keep up that follow through, I think it will help (that sailor) come up with more ideas and take on more responsibility."

That's the whole train of thought in getting people ready for petty officer roles, Nelson said. "They conceptualize ideas and see through their research, yet you're there as a support factor. You have to have a personality that's approachable. You have to be flexible. There's a time when you have the experience available to you to say 'This is the way we're going to accomplish the task.' But you have to be receptive (to suggestions)."

Having individual performance standards and goals also is an asset to individual development, according to Call. "You

Sailors of the Year visit the Lincoln Memorial during a tour of Washington, D.C. Left to right: YNC Louise B. Sparkman, Reserve; MMC(SS) Michael E. Call, Atlantic; ADC(AW) Kurt R. Schaedel, Shore; GMT(CSW) Stephen J. Nelson, Pacific.





Photos by PH2 Rick Dixon

# Leadership

The new chiefs participated in the chief of naval operations' summer pageant at the Washington Navy Yard. The sailors are flanked by Commodore John W. Adams (left) and MCPON Billy C. Sanders.

have to show everybody that you can meet your own performance standards. You have to play the role model because it's difficult to lead (others) when you can't lead yourself to your own commitments."

Schaedel recommends that each individual prepare now for five, 10, 15 years down the road. "Everyone needs to determine where he wants to go, what his career goals are. Each person then needs to do a little bit of research and ask for advice." Nelson suggested filling out a goal sheet, setting specific goals to reach within a certain amount of time, but cautions that goals should be realistic and flexible.

Along with that are priorities, Nelson said. "You have to set priorities for the needs of the Navy and the needs of your people. Figure out which one comes first. If a person is having a personal problem, you have to solve that first in order to have that person have his mind on his job as a sailor."

The sailors agreed that their successes and leadership styles didn't come automatically, but were built with the help of others.

"I'm the result of some outstanding leadership and of caring individuals who wanted to make me a good sailor," Schaedel said. "And I'm sure we're all in that boat."

Call added, "We were made by the people above us and by the people under us. There's a lot of leadership out there in the Navy."

Nelson said that a person aiming for a leadership role must keep learning—from supervisors, from co-workers. "Learn from people you admire, people who have special traits that you can incorporate into your own (leadership style). Learn from the mistakes of others."

"Our responsibility now is to pass our experiences on to our subordinates, to mold them and make them into professionals," Nelson said. □

—Story by Candace Sams



## 1985 Sailors of

### MMC(SS) Michael E. Call

Chief Machinist's Mate Michael E. Call has been in the Navy nine years. His most recent assignment was with the precommissioning unit of USS *Honolulu* (SSN 718), where he stood watches as a qualified engineering watch supervisor/engineering duty petty officer. As the machinery division's leading petty officer during initial engineroom testing, he organized and administered a divisional qualifications program and held a 100 percent retention rate in his division.

His other assignments have been with USS *Atlanta* (SSN 712), and USS *Nautilus* (SSN 571).

He has earned a Navy Achievement Medal, and was *Atlanta's* sailor of the quarter in 1982.

A certified emergency medical technician in the state of Virginia, he has taught cardiopulmonary resuscitation to dependents during off-duty hours. He also was

active in the local Boys' Club.

He and his wife, Dee Jay, and three sons, Michael, 6, Casey, 5, and Shaun, 3, chose Walt Disney World, Orlando, Fla., for their week of rest and relaxation awarded to each sailor of the year.

### GMT(CSW) Stephen J. Nelson

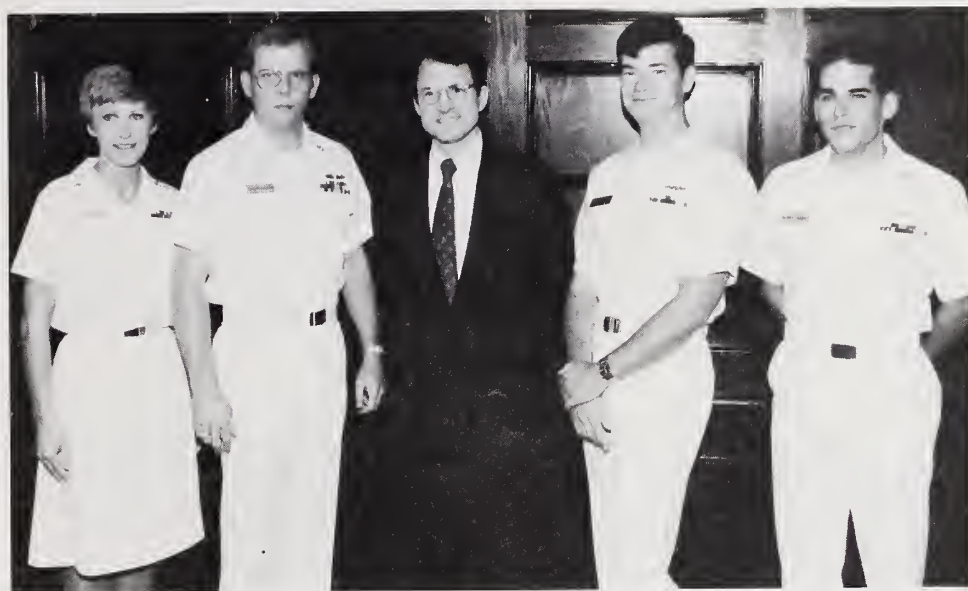
Chief Gunner's Mate Technician Stephen J. Nelson worked as the nuclear weapons handling supervisor in USS *Fanning* (FF 1076). Surface warfare qualified, he led his team to an outstanding rating during a Nuclear Weapons Acceptance Inspection, and was selected by commander, Destroyer Squadron 17 to assist another ship in preparation for NWAI.

He was a technical representative at ComDesRon 17 Nuclear Safety Council meetings, involved in *Fanning's* Nuclear Safety Committee and Nuclear Weapons Safety Council; a representative for minority affairs, a command collateral duty alcohol rehabilitation advisor, and a com-





# the Year



## ADC(AW) Kurt R. Schaedel

Chief Aviation Machinist's Mate Kurt R. Schaedel, in the Navy nine years, recently served as a power plant shop chief and flight engineer at Air Test and Evaluation Squadron 1, Patuxent River, Md.

In charge of a 25-man workcenter, he held a 100 percent retention rate in his division.

He developed a training program which increased the number of PQS—personnel qualifications standard—qualified technicians and collateral duty inspectors within the workcenter. He also led the division through error-free audits.

He reorganized the P-3 flight engineer training program and the naval air training and operating procedures standardization, and established an enlisted standardization board team.

He has earned 61 college credits from Embry-Riddle Aeronautical College, and wants to earn his bachelor's degree.

His off-duty activities included Fleet Reserve Association, Leonardtown Elementary School PTA and "Fleet 54" Sailing Association.

He and his wife, Elizabeth, and stepdaughters Erin O'Nan, 6, and Kelly O'Nan, 3, chose St. Petersburg, Fla., and Walt Disney World, Orlando, for their week of rest and relaxation.

## YNC Louise B. Sparkman

Chief Yeoman Louise B. Sparkman is

**Sparkman, Nelson, Call, and Schaedel were meritoriously promoted by Chase Untermeyer, assistant secretary of the Navy for manpower and reserve affairs.**

the first woman to win sailor of the year for the Naval Reserve. She worked as an administrative supervisor at Patrol Augmentation Squadron 0516, Naval Air Reserve, Jacksonville, Fla.

She completed a Bachelor of Science degree in allied health services, University of North Florida, graduating with honors; was entered in "Who's Who Among Students in American Universities and Colleges, 1984"; and was placed on the National Dean's List in 1983.

In her 11 years of service she has earned a Navy Achievement Medal and a Naval Reserve Meritorious Service Medal, received an accelerated promotion from E-2 to E-4 for a superior academic record and technical skill, and was named outstanding enlisted woman by the San Diego City Women's Council of the Navy League in 1980.

Her off-duty activities include church typist, usher, and membership committee member. She also served as secretary of Eta Sigma Gamma Honor Society, University of North Florida.

She and her husband, Thaddeus, moved to Norfolk, Va., recently. She and her husband took a week's vacation at Lake Tahoe. □

mand boating representative. He also holds two Navy Achievement Medals.

With 13 years in the Navy, former assignments have been in *USS Harold J. Ellison* (DD 864); Naval Training Center, Great Lakes, Ill.; and *USS Schofield* (FFG 3).

He was selected to be one of three individuals to instruct 3,000 students on shipboard master at arms procedures at Service School Command, Great Lakes Naval Training Center.

He's completing an Associate of Arts degree in computer science, and has attended more than 20 Navy training schools.

A qualified emergency medical technician, he's also involved in Cub Scouts and Sea Cadets.

He and his wife, Cynthia, formerly an ombudsman for *Fanning*, have two sons: Robert, 13, and Stephen, 4. The Nelsons chose Marble Falls, Texas, for their week of rest and relaxation.

# Missouri's place in history

It was Aug. 14, 1945. The war with Japan was finally over, and overjoyed Americans celebrated their victory with prayers and dancing in the streets throughout the land.

Some two weeks later, on Sept. 2, 1945,

the official surrender papers were signed, and the scene was in sharp contrast to that of Aug. 14. On board USS *Missouri* (BB 63), anchored in Tokyo Bay, the occasion was formal and solemn.

Fleet Adm. Chester Nimitz boarded

*Missouri* at 8:05 a.m.; General of the Army Douglas C. MacArthur, supreme commander for the Allies, went aboard 38 minutes later; and Foreign Minister Mamoru Shigemitsu, with other Japanese representatives, arrived 13 minutes after MacArthur. "The Star-Spangled Banner" was played, and MacArthur opened the ceremony:

"It is my earnest hope—indeed the hope of all mankind—that from this solemn occasion a better world shall emerge out of the blood and carnage of the past, a world founded upon faith and understanding, a world dedicated to the dignity of man and the fulfillment of his most cherished wish for freedom, tolerance and justice."

The surrender ceremony lasted 23 minutes.

\* \* \*

Today, 40 years later, we are commemorating V-J Day and the formal surrender of Japan with other celebrations. On Aug. 14 of this year, Vice President Bush and other dignitaries were on board USS *Enterprise* (CVN 65) in San Francisco Bay honoring V-J Day and the end of World War II. USS *Missouri*, whose name will always be connected to the formal surrender ceremony, is in overhaul, being readied for its second commissioning.

\* \* \*

A decorated veteran, the battlewagon was flagship for Adm. William F. Halsey Jr., commander 3rd Fleet, during the final months of World War II. It provided major gunfire and bombardment support in the Pacific, acting as a steel screen for carriers. The ship also bombarded Japanese installations weeks before V-J Day. By the end of the war, it had earned three battle stars.

The Turkish ambassador to the United States died during World War II. In March 1946, President Harry Truman ordered *Missouri* to carry the ambassador's body



Missouri on its 1944 shakedown cruise.





Foreign Minister Mamoru Shigemitsu (photo left) and Fleet Adm. Chester W. Nimitz (bottom) sign Japanese formal surrender papers aboard Missouri in 1945.

home. The battleship's visit was a gesture of American support for independence of Turkey and its neighbor Greece at a time when both nations were seriously threatened by Soviet expansion. Turkey commemorated the ship's visit with issues of postage stamps.

"Mighty Mo" was the only battleship in commission when the Korean War began in 1950. It made two deployments to bombard Communist positions and provide gunfire support to United Nations troops all along the Korean coast. By the time the ship's deployments ended, it had earned five battle stars.

It was decommissioned Feb. 26, 1955, at Puget Sound Naval Shipyard, Bremerton, Wash. Visitors were allowed to tour the historic deck.

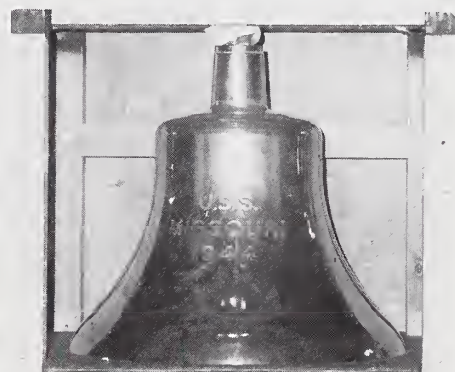
Now *Missouri* and the other three *Iowa*-class battleships are returning to active

duty: USS *Iowa* (BB 61) was recommissioned for the third time in April 1984; USS *New Jersey* (BB 64) for the third time in December 1982; *Wisconsin's* recommissioning, not yet slated, will be for the third time.

*Missouri* was moved from Bremerton to Long Beach Naval Shipyard, San Diego, in 1982. After its overhaul, the ship will have a complement of more than 1,500 sailors and Marines. Weapons improvements to the battleship include six 5-inch twin gun mounts, *Harpoon* and *Tomahawk* surface-to-surface missiles and four *Phalanx* radar-controlled 20mm gatling guns. The ship also will get a new electronics countermeasures system, new ra-

dar and radios, and a helicopter platform on the fantail with a flight control station.

Internal improvements will include air conditioning, habitability and a modified engineering plant using cleaner-burning Navy distillate fuel. The battlewagon will keep its nine 16-inch guns in three turrets with six twin 5-inch, 38-caliber gun mounts. □



## Missouri bell returned

The gigantic bell of USS *Missouri* (BB 63) was returned to the battleship in ceremonies in Jefferson, Mo., recently.

Capt. A.L. Kaiss, prospective commanding officer of the 888-foot warship, accepted the bell and said the ship is at the halfway point in its reactivation.

The transfer of the 800-pound bell is the first of a series of state events leading up to the recommissioning of *Missouri* next year.

The bell was given to the state of Missouri for display during its sesquicentennial in 1979.

*Missouri* is scheduled to be recommissioned next year after completing its modernization at the Long Beach Naval Shipyard, Calif.

The ship is the fourth to bear the name Missouri. □







# Key West

## the last resort

Story by JO2 Mike Perron





Preceding page: A street performer balances on a high-wire at Mallory Square in downtown Key West.



Cayo Hueso—Bone Key. That was the name Spanish explorers gave the 1½ by four-mile island at the southernmost tip of the string of pearls now known as the Florida Keys. The grim name came from the human bones that lay scattered across the crushed coral and limestone beaches, all that remained of an Indian patrol that was ambushed long ago by tribal enemies.

The name has evolved into Key West, and the island is a popular port of call for cruise ships and tourists from around the world.

The Florida Keys island chain reaches 120 miles into the Caribbean Sea—from Key Largo south of Miami to Key West just 93 miles north of Castro's Cuba. Key West is linked to the U.S. mainland by 42 bridges of the "Overseas Highway," U.S. Route 1. Built on the bed of the old Florida East Coast Railway, which was destroyed by a hurricane in 1935, the road is considered one of America's most scenic as it rolls through the ecologically unique landscape.

Plants and animals that can survive no-

where else in the continental U.S. are found in abundance in the Florida Keys, nurtured by the trade winds that warm the islands in the winter and cool them in the summer.

Key West is home to some 24,000 year-round residents, including about 7,500 active duty military and their families. The Navy makes up a vast majority of the city's military population and has been a part of Key West since settlers first called the island home.

It was in March 1822 when Lt. Matthew Perry, brother of U.S. naval hero Oliver Hazard Perry, sailed into Key West harbor and planted the American flag in the tropical soil. He had been sent to command the West Indian Squadron, and his mission was to rid the Caribbean of buccaneers who preyed on merchant seamen. Acts of piracy averaged about 500 a year. By 1825, the buccaneers were gone. Perry had gained loyal support from the descendants of the Bahamians who originally settled the island. Even today, the people of Key West and the Navy remain close.





There are no signs asking sailors and dogs to keep off the grass. But there is a billboard on Route 1 that welcomes the military to the United States' "Southernmost City."

In the early 1970s, it seemed the Navy would sail out of Key West forever. The once bustling naval station at the island's southern end was closed, its ships and submarines decommissioned or sent north. The air station on Boca Chica Key, seven miles northeast, scaled down operations and fell into disrepair. The Navy facilities seemed to have outlived their usefulness.

By the late 1970s, the pendulum began to swing back when the Navy took a closer look at its decision to abandon the island. As national attention focused on the growing strategic importance of Central and South Americas, Key West's location made it once again attractive as a base for naval operations.

The Navy's only patrol missile hydrofoil squadron, the six-ship PHMRon 2, was permanently based at Key West in 1980, when the lead ship of the class, USS

*Pegasus* (PHM 1), sailed into port. In 1981, the joint U.S. military command U.S. Forces Caribbean was established and based at Key West.

Decaying submarine pens and finger piers at the old naval station, now called Truman Annex, have been ripped out and are being replaced with modern ship support facilities.

With a history of frost-free weather—the lowest temperature in Key West was 41 degrees Fahrenheit in 1886, year-round sun and wide open airspace, the area is perfect for training Navy pilots. Naval Air Station Key West is a major training site today and hosts one of the Navy's four adversary squadrons, VF 45.

The city of Key West also is booming. Touched by the earlier naval pull-out, the city decided to use its natural beauty and legendary past to lure tourists from the frozen north.

The legends alone can draw weary concrete canyon dwellers from their cities and suburbs. The city's history is rife with pirates, smugglers, artists and outcasts.

**Working life for hydrofoil sailors from PHMRon 2; an SH-3 Sea King crewman.**



A bagpipe player entertains tourists at Mallory Square in downtown Key West.

Key West remains a tolerant outpost where treasure hunters still can find Spanish doubloons scattered across the ocean floor, left there by galleons that broke up on the coral reef that runs parallel to the Keys. Sailors still drink at Sloppy Joe's Barn on Duval Street as they did when author Ernest Hemingway was buying the rounds 50 years ago.

Tourists are also attracted by the tropical atmosphere of the quiet neighborhoods in Old Town, where the gingerbread architecture has been preserved as part of the island's heritage. Jasmine and frangipani blooms fill the air with fragrance. Exotic birds wing past, on their way to another meal. The neon-blue waters that surround the island—waters that seldom drop below 80 degrees—produce some of the finest gamefishing and snorkeling in the world. And then there's the sunsets. . .

Sunsets are celebrated with a party each night. Fire-eaters, jugglers, musicians, street artists and spectators gather at Mallory Square each day about an hour before sundown to watch each other and the star of the show, the fiery Key West sunset.

During the final moments of daylight, quiet falls across the square as the crowd turns to watch the sun melt into the sea. As the last rays slip below the horizon, the onlookers break into applause, then they fade into the twilight in search of food, drink and music.

Pressure to develop the island's tourist industry grows. Many islanders fear the city will lose the very qualities that make it special. They view the construction of new hotels and condominiums with distaste and alarm as chunks of the horizon disappear. The controversy over development and tourist dollars and the preservation of the city continues. Basic resources, such as water and land, are severely restricted. But with a little luck, Key West will remain a quiet island in the sun where sailors, locals and tourists can share the natural beauty and the city can survive as an American paradise. □

—Photos by PH1 Perry Thorsvik

*Perron is assigned to the public affairs office, Naval Air Station Key West.*



# Patient contact representative

## Help when you need it

Several months ago, a frightened, upset woman walked into a major naval hospital where her husband was receiving treatment. She had discovered what she thought was alarming information in his medical record. From what she had read, it appeared that a Navy doctor may have misdiagnosed her husband's condition. The woman was familiar with hospital procedure and knew just what to do. She went directly to the command patient contact representative.

After hearing the woman's problem, the patient contact representative immediately contacted the hospital's quality assurance department. A team of physicians reviewed the patient's record of treatment, and when he and his wife returned to the hospital for his next appointment, a specialist was there to meet them.

The specialist explained how Navy physicians had reached their diagnosis and clarified the prescribed method of treatment, allaying the wife's fears that the hospital had possibly made an error. A major misunderstanding was resolved and a potentially explosive situation defused. The patient and his wife could once again rest assured that they were receiving quality medical care.

In a hospital system that treated 13 million outpatients and had 300,000 admissions during 1984, a few misunderstandings are inevitable. Resolution of these problems usually begins with patient contact representatives—people with special training in problem solving techniques. They are a patient's direct link with the chain of command in a naval hospital or clinic.

The Navy formalized the patient contact representative program several years ago to relieve patient stress and anxiety

by offering them a reliable source of information and a means of solving problems.

As one physician said, patients are in the unfamiliar environment of a hospital,



and many times they don't have a clear understanding of what their medical problem is or how serious it is. The resultant stress and anxiety is understandable.

"The medical system is alien to them, because they so seldom use it," said Lt. Douglas Kollasch, patient contact representative at Bethesda Naval Hospital, Md. "People come to a hospital and they are sometimes a little more demanding and a little more short tempered than they would normally be."

Every treatment facility in the Navy medical system—from the smallest clinic to the largest hospital—has a patient contact representative program. It usually begins with the first person people see when they enter a Navy hospital or clinic—the person sitting at the information desk. Ad-

ditional representatives are located in every treatment area throughout the hospital or clinic.

One of the most valuable attributes of these patient contact representatives is their in-depth knowledge of how their hospital or clinic operates. Because they know where to go and whom to see, they usually can resolve patient problems through the fastest, most efficient route available.

"It's like when you have a problem with your pay record or service record," explained Bethesda's command patient contact representative. "You go to the guy who knows what's going on and discuss it with him. Once you know what's going on and the problem is resolved, you're usually happier. It's the same thing in the medical arena."

Most misunderstandings in Naval hospitals are not as dramatic as the one cited earlier in this article. A majority of them center around delays in receiving treatment, the quality of food, misplaced records and other general problems one might expect in a hospital setting. In many cases, an explanation is all it takes to solve a patient's problem.

"Sometimes an emergency comes up and a physician is called away to an operating room and he has to leave another doctor covering two schedules in the treatment area," said one patient contact representative. Situations like that lead to inevitable delays for patients. Having patient contact representatives inform patients of such delays is an asset in a treatment area.

Whether patients have questions about appointment scheduling, feel dissatisfied with the treatment they are receiving or have suggestions to offer, the patient contact representative is a person to whom they can turn. □

# NAPS—

## A golden opportunity

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The Naval Academy Preparatory School in Newport, R.I., has only one goal: to prepare regular and reserve Navy enlisted men and women for the U.S. Naval Academy. The entire NAPS curriculum revolves around getting a student who has applied for but has not been accepted to the academy academically, morally, mentally and physically ready to cope with the high standards demanded of midshipmen.

"The academy governs the NAPS curriculum," said Chief Yeoman (SS) Michael A. Klunk, NAPS coordinator at the academy. "As a matter of fact, we send folks up there every now and then to do a program review to ensure the curriculum is on par with what the academy wants."

What the academy wants is challenging courses. NAPS has them. Algebra, trigonometry, calculus, chemistry and physics get the most emphasis. By the time students leave NAPS, they've become well acquainted with differentiation, vectors, logarithms, atomic structure, kinetic molecular theory and laws of energy, motion, impulse and momentum. Work in computer programming and English rounds out the curriculum.

NAPS tries to tailor academic work as closely as possible to each student's needs. The school accomplishes this with a good student/faculty ratio. According to Klunk, there is one faculty member for every 8–10 NAPS students—depending on how many students attend the nine-month program. NAPS is authorized a maximum of 300 students.

But work is not confined only to the classroom. Because NAPS is a direct avenue to the academy, military and phys-

ical training also play important roles, especially since many NAPS students are civilians who have enlisted in the reserves for the sole purpose of attending NAPS. Regular active duty enlisted people make up about one fifth of the total number of students attending the school.

Klunk said it was unfortunate so few people from the fleet go through NAPS. But there is only one way enlisted people can get into the prep school: they must apply directly for admission into the Naval Academy. If they aren't admitted to the academy, they automatically are considered for selection to NAPS.

"There is no direct application to NAPS," Klunk said.

The Naval Academy admissions board selects students to attend the prep school and, according to Klunk, people from the fleet get first priority when those selections are being made.

"While the admissions board is selecting individuals for the academy, it also is selecting individuals for NAPS," Klunk said. He said the board looks for potential when it evaluates the records—something that might show how motivated a person is to become a midshipman. The board doesn't necessarily take the top 300 applicants who weren't accepted by the academy and select them for NAPS.

Midshipman Dan Deakin, a former third class electronics technician now in his junior year at the academy, is a NAPS graduate. He is an example of someone who was not the best scholar in high school and did not have the perfect background but made it into NAPS and into the academy by showing he had the motivation.



"My history with the Navy is kind of strange," he said. "I joined the Navy when I was 15. I lied about my age and went off to boot camp in Orlando. My father is an FBI agent, so shortly after I went to Orlando I got caught. I started off joining the Navy kind of as a practical joke. I thought, 'In this modern, computerized age, I wonder how far I can get.' Of course, at 15 I didn't realize the repercussions that doing something like that could have. And next thing I know, I'm on an airplane to Orlando and I'm a seaman recruit in the Navy at 15."

Deakin returned to school, but was never really interested in it. He decided he did like the Navy, though, and joined the Sea Cadets. When he left high school, he wanted to get back into the Navy. He enlisted, graduated first in his class in electronics technician "A" school and went on to basic electronics and electricity school. When he enlisted, he set two goals for himself. One was to be a Navy diver, the other was to get a commission.

"I was applying for both the academy and ROTC. It was kind of funny, because the main reason I was applying for the academy was to show ROTC that I was really serious about becoming an officer. With my background in high school, I thought there was no way the academy would take me. I had only a low C average, graduated low in my class, didn't have any physics, calculus, chemistry—didn't have any of the courses they really wanted at the academy. But I thought ROTC would take me."

Meanwhile Deakin had applied for SEAL school, had been accepted, and was in the middle of the arduous training. He had also brought his once-low Scholastic Aptitude Test scores up to a respectable 1225.

"Then I received a letter from ROTC saying, 'Yes, you're everything we want in a naval officer, however . . .' and they turned me down. About a month later I received a letter from the academy saying, 'Send this post card in and we'll send you orders to NAPS.' So it was surprising. I was always under the impression that if you couldn't get into the academy, then you could go to ROTC. I'd never heard



before of anybody getting turned down by ROTC, but being accepted by the academy prep school. So I guess I was able to show them that what I lacked in high school was just motivation."

But for Deakin, getting into NAPS was just a first step. Getting through NAPS and into the academy was still ahead of him. Figures show that on the average, one third of all NAPS students drop from the program before they graduate. Deakin had disliked high school and had no experience in any of the demanding NAPS courses. But he did have motivation. And the drive was enough to take him through NAPS and earn him an appointment to the Naval Academy.

"There's no way I could have made it as far as I have now without NAPS," Deakin said. "What the Navy did by sending me there was give me a chance. It was a golden opportunity as an enlisted man, it really was."

To be qualified to attend NAPS, enlisted people must meet the same basic requirements necessary to become a Naval Academy midshipman. They must be a U.S. citizen of good moral character, unmarried, not pregnant, have no children, and be at least 17 but not past their 22nd birthday on July 1 of the year entering the academy. If selected, enlisted people may not have passed their 21st birthday as of July 1 of the year entering NAPS.

Klunk said there is no written guarantee that a person graduating from NAPS will be accepted to the academy, although most are.

More detailed information about the Naval Academy or the Naval Academy Preparatory School can be obtained in OP-NAVINST 1531.4D or by writing the Director of Candidate Guidance, U.S. Naval Academy, Annapolis, Md., 21402-5018.

Just as Midshipman Deakin said—it can be a golden opportunity. □





# NAUTILUS

## an old hand goes home

The U.S. Navy's first nuclear-powered submarine and the world's first nuclear-powered ship, *Nautilus* (SSN 571), is home. Berthed in Groton, Conn., it's undergoing restoration as part of the Nautilus Memorial and Submarine Force Library and Museum due to open next spring.

Towed last spring from Mare Island Naval Shipyard near San Francisco to Gro-

ton, the submarine will sit just outside the U.S. Naval Submarine Base, close to where it was launched more than 31 years ago.

"The *Nautilus* was the best of her kind when commissioned," Rear Adm. J.D. Williams, commander, Submarine Group 2, said. "She always will bear the title of the first.

"She is more than just a tourist attraction, she is a monument to what America has achieved and a reminder that we have the capability and must continue to build on the foundation which she established."

Commissioned Sept. 30, 1954, the boat traveled longer and farther than any other submarine.

During its first sea trials, *Nautilus* com-



Photo by PH2 Stephen Miller

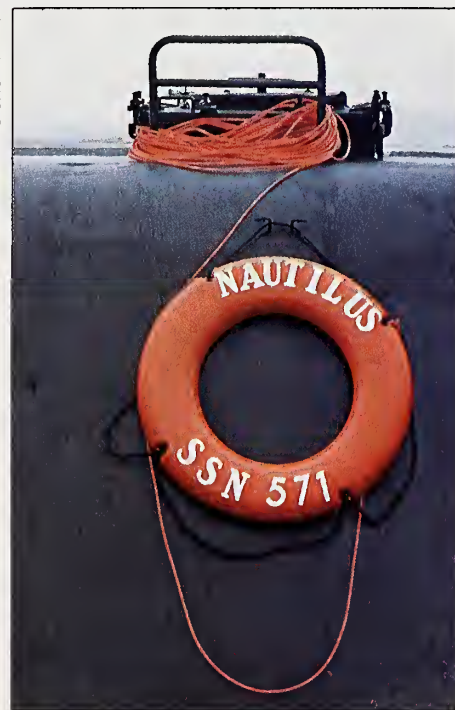


Photo by PH2 Carl Duvall

*Nautilus*, berthed at Mare Island Naval Shipyard near San Francisco, begins its transit to Groton, Conn.



# Nautilus

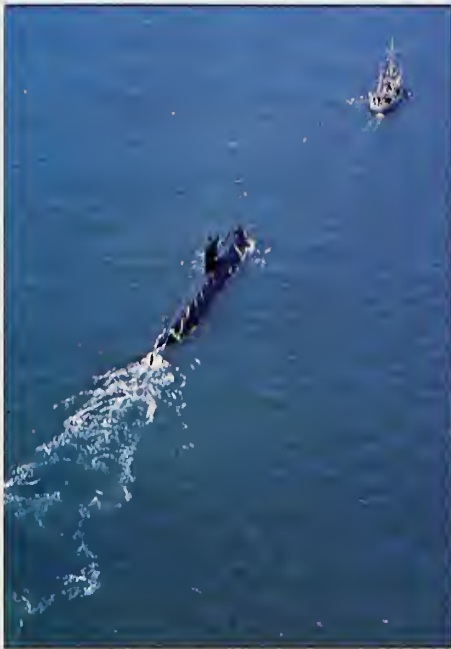


Photo by PHC John Kristoffersen



pleted high speed and test runs, surfacing and submerging more than 50 times.

It completed a trans-polar voyage from Pearl Harbor to Portland, England, diving under the ice near Point Barrow, Alaska, Aug. 1, 1958. It became the first submersible to reach the North Pole, passing beneath it Aug. 3, 1958.

In 26 years of service, *Nautilus* recorded 2,500 dives and steamed more than 500,000 miles.

It was decommissioned March 3, 1980. Two years later its conversion to a museum began at Mare Island Naval Shipyard. Its reactor was defueled; a double stairway to the torpedo room was added; and plexiglass was installed to protect wall dials. □

*Nautilus* was towed on the open sea, through the Panama Canal, and arrived in Groton.



Photo by PH3 Joan Zopfi





Photo by PH3 Joan Zopf

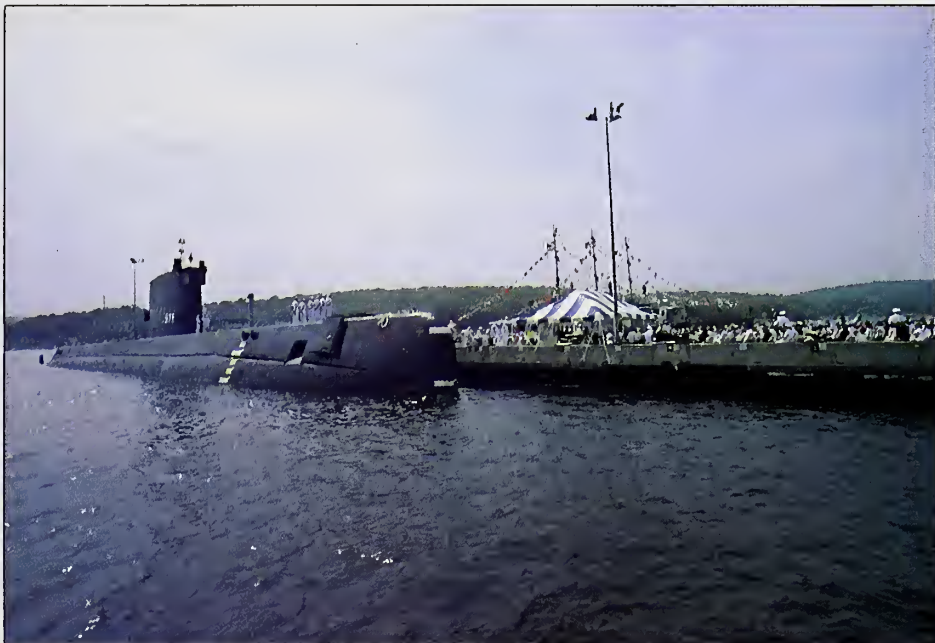


Photo by PH3 Joan Zopf



Photo by PH2 Carl Duvall

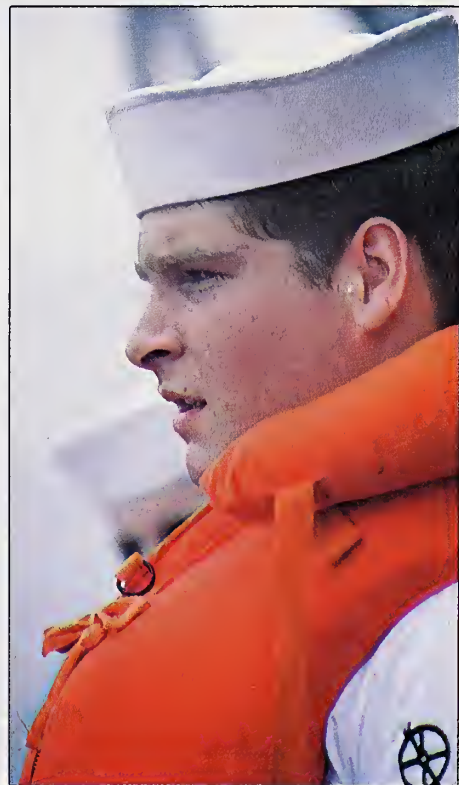


Photo by PH2 Carl Duvall





# Searching the ocean floor

Story by JOCS Lee W. Coleman  
Photos by PH1 Dan Murray



Above: STSS is loaded aboard the tug Narragansett (T-ATF 167) at NAS North Island. Opposite page: An unmanned search vehicle, crammed with electronic equipment and cameras, is suspended from the STSS boom.

Whether it's scanning the ocean floor for lost equipment from a ship or retrieving parts from an aircraft crash, the 17 men of Submarine Development Group 1's unmanned vehicles detachment at North Island Naval Air Station, San Diego, can do the job anywhere in the world.

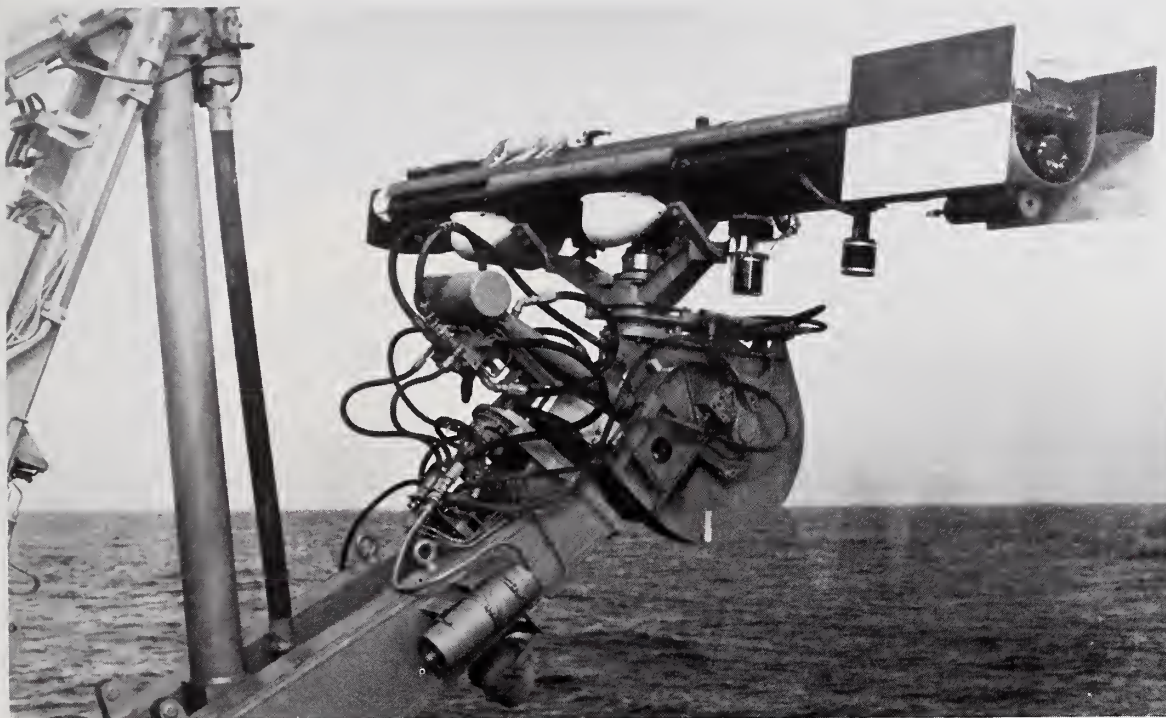
"Most of our searches are for high value equipment lost by ships during operations, or military aircraft which have crashed at sea," said Lt. J.R. Corpus, the unit's officer in charge. "In the case of a downed aircraft, we locate the wreckage so that experts can determine why the crash happened and prevent others in the future. Even small parts of a plane can help investigators."

The detachment has performed searches in the Indian Ocean, in Atlantic waters off the Bahamas, and even off the coast of Soviet Siberia in the Sea of Okhotsk.

The unit doesn't travel light. Flyaway weight for its gear is more than 116 tons, and it takes a C-5A Air Force transport plane to carry the gear to a search location when direct loading aboard ship isn't possible.

Collectively, the equipment is called a surface towed search system and includes an underwater remote search vehicle, the "brain" of the system; a large surface





control platform; and supporting trailer vans.

"STSS is state of the art for deep ocean searches," Master Chief Sonar Technician Robert G. Provins said. "We can search to a depth of 20,000 feet, and that means 98 percent of the world's ocean floor."

The unmanned search vehicle is a 14-foot device resembling a torpedo, but it's crammed with electronics instead of explosives. It also contains sonar, video and still cameras, strobe lights and navigational equipment.

The sonar searches for objects while the vehicle is being towed by ship, according to Photographer's Mate 1st Class Dan Murray. Television cameras provide a constant view of the seabed and still cameras snap photos for later processing and study.

"The still cameras can shoot a frame a second," Murray said. "The search vehicle holds an 800-foot film magazine, or about 4,000 35mm frames. Using automated equipment, it takes more than four hours to develop that much film."

The unmanned search vehicle is tethered to the ship by 35,000 feet of steel cable attached to a 78-foot structure housing cable drum, boom, winches and a power supply. Removable wheels allow

the vehicle to be towed across land by truck.

"The outfit is a sight to behold when we're moving it," Machinist's Mate 1st Class Charles Aronhalt said. "We've nicknamed it the 'circus wagon' because that's just what it looks like."

Rounding out the system are portable operations, maintenance and photo lab vans. The entire STSS can fit on the aft deck of a seagoing Navy tug or salvage ship.

"We took the STSS to a site off the Bahamas last year to search for a downed Air Force helicopter that was involved in interdicting drug traffic," Aronhalt said. "It was a difficult search because the seabed in that part of the Atlantic is deep and rugged—nothing but mountain ranges and deep holes. We weren't able to locate it."

In September 1983, the detachment, without STSS, was flown to Japan to help in the massive search for the wreckage and flight recorder of Korean Airlines flight 007.

The unit was put on alert the morning of Sept. 1 and was on location and ready to begin search operations in the Sea of Japan south of Sakhalin Island 36 hours later aboard a seagoing fleet tug. Sixty-

six days of searching in sub-zero weather amid Soviet Navy ships, however, failed to turn up either the wreckage or the flight recorder.

"I was on the KAL 007 operation, all two months of it," Engineman 1st Class Dean Holter said. "It was a difficult search because there were a lot of ships out there, both ours and the Russians. At times, the Russian ships would cut across our bow to break up our search patterns."

Sonar Technician 2nd Class Jeffrey Newsome agreed. "There were times when we needed a cop out there just to direct traffic."

Corpus said the detachment will soon be equipped with remotely operated vehicles—ROV—capable of recovering objects after they've been located.

"At the moment, we're responsible for finding things," he said. "We pinpoint a location, and another outfit does the recovery work. The ROV will be a cost effective extension of our mission." □

*Coleman is assigned to the Navy Public Affairs Center, San Diego; Murray is assigned to Submarine Development Group 1.*







# Experience is the best teacher

*"On an A-7 you're three feet away from the jet intake when you're hooking up to the catapult. When it goes to full power, you can actually feel your jersey almost ripped off your back.*

*"You've got to know which way to exit from the hook-up point of that aircraft. You may have a prop engine coming up next. You have to keep in your mind constantly that there is a propeller turning right behind you, and that you have to pick out your exit route.*

*"You can never forget that.*

*"Never.*

*"Because if you run the wrong way, you're a dead man."*

Aviation Boatswain's Mate (Equipment) 1st Class Danny Crisman, an instructor at the Navy's Aviation Boatswain's Mate School, isn't trying to impress you with the dangers that are a part of his rating. He's just sharing a small part of what seven years in the Navy has taught him about working on the flight deck of an aircraft carrier.

The collective experience Crisman and 56 other fleet veterans give to their jobs as instructors at the school is indispensable. Because in the AB rating, experience is still the best teacher.

## The school

AB School is housed in a gigantic hangar on the grounds of Naval Air Engineer-

ing Center, Lakehurst, N.J., former base for lighter-than-air naval operations. That the hangar once berthed the ill-fated German airship Hindenburg, which burned upon landing at Lakehurst in 1937, offers some idea of its size.

Each year, about 1,200 students receive apprentice and advanced level training in the three specialty areas of the rating: aircraft handling (ABH), aircraft fuels (ABF) and aircraft launch and recovery (ABE).

Selected officers who attend the school receive training as aviation fuels or arresting gear officers.

Apprentice training provides the basic knowledge needed by all ABs, while the advanced courses teach the skills required to operate and maintain aviation equipment assigned the rating.

The Navy goes to great lengths and expense to ensure that students are prepared

for their roles in naval aviation. To do that, surprisingly realistic training equipment is used.

The Carrier Aircraft Launch and Support Systems Equipment Simulator is the most visible sign of the school's attempt at realism. CALASSES, as it is called, is a one-third scale model of an aircraft carrier deck. It is complete with full-scale operational launch and recovery equipment, including port and starboard catapults, arresting gear and barricades.

Below deck are arresting gear engines and other flight deck support equipment. The system lacks full steam capability, but the catapults do move forward and retract. The arresting cable is pulled out with a tow motor.

Students also taxi and spot small propeller-driven aircraft on the simulator deck. The deafening roar of a small engine and



The AB School hangar (left) dwarfs a one-third scale model of an aircraft carrier flight deck. An instructor (right) explains an arresting gear cable coupling.

# Experience



the blur of the spinning blades give students a small taste of the noise and hazards found on an operational flight deck.

Students are fascinated with the equipment and with the idea that they will soon play a role in the awesome display of power that is an aircraft carrier. But it takes an instructor, someone who has been to the "real world" of aviation boatswain's mates, to cut through the mystique of working the flight deck.

## The instructors

"They (students) come here and they're not sure what they're getting into. They know they're going to a school, but they're not sure what a catapult is," says Crisman. "They think of a catapult as some-

thing from back in the stone age—a slip and a big rock. You have to piece it together for them."

In addition to teaching students how to properly use the equipment in their rating, instructors also give the students an idea of the lifestyle they can expect at sea. They tell them about 18-hour work days and seemingly endless periods of flight operations. They also tell them about the camaraderie and the pride hard work has bred in the rating.

The instructors are volunteers. Every one is a seasoned professional in his rating specialty. A three-year tour at Lakehurst is one of the longest shore assignments an AB can get, but that isn't why they volunteer. They volunteer because they care.

"You can picture yourself the way you were six years ago. You're teaching them the same things you learned, except you try to do it a little better," says Crisman.

It is rare that anyone is dropped from the school. Perhaps it's because the instructors take a personal interest in every student. If a student is having academic problems, his instructors will put in overtime, if necessary, to help him. They do it because they know the fleet needs qualified ABs.

They also know that on the flight deck they're only as safe as the guy working next to them.

## Safety starts here

"The thing that scares me the most about my rating is (to have) somebody else not know what he's doing. You have to have a lot of trust in the people you work with on a flight deck, and we don't want students to go out there with the wrong information. Someday we will have to work with them, and they could end up killing us," says Aviation Boatswain's Mate (Fuels) 2nd Class Joe Henderson.

There is no aspect of the training at the school that doesn't emphasize safety.

Students learn to operate and maintain the steam catapults and arresting gear used to launch and recover the Navy's high performance aircraft, and they learn to do it safely. Those in the ABF courses learn to keep aviation fuel systems operating at peak efficiency, and they are drilled in safe movement and storage of fuels. And while students in the ABH courses learn aircraft handling, crash and salvage and crash firefighting techniques, they constantly are reminded that lives depend on how safely they do their work.



From aircraft handling (above) to flight deck familiarization (right) and timed exercises (opposite page), instructors teach students the basics.



The emphasis is always safety. Safety. Safety. Safety.

"We have films of most of the major aircraft accidents that have occurred on an aircraft carrier, and we try to show students as many of these films as possible," says Aviation Boatswain's Mate (Handling) 1st Class Larry Dunkley, who teaches air crash crew training. "We don't want anybody to get hurt, either at the school or after they leave here. Our main objective is to send a functional individual to the fleet who will be productive and not be hazardous to himself or to the other personnel out there."

Instructors will tell you, however, that even with all their harping on safety, an AB usually must witness a flight deck accident first hand before the point is really driven home. After that, instructors say, the good ones develop something akin to eyes in the back of their heads. Those who do not, often become the subjects of safety lessons, sea stories or both.

### Sea stories

Sea stories are a part of the informal training students receive. While the Navy has written countless volumes on the importance of flight deck safety, nothing un-

derscores the point better than a good tale offered by someone who has been there—like the one about the AB who wasn't paying attention and walked into the exhaust blast from an aircraft. As the story goes, the force of the blast picked him up like a piece of paper and hurled him 50 feet through the air and over the side. They say he had his life vest inflated, his whistle blowing and his light turned on before he hit the water.

Stories like that are exaggerated to be funny, and you know it. But there are others, like the one a chief ABH tells about a kid who was killed when he got too close to a jet intake. There were other aircraft waiting to land and the flight deck had to be cleared as quickly as possible.

"It upset me. Here this guy was sucked up into a jet engine and killed. They picked what was left of him up and kept right on flying," he says. There is something about the way his hard features soften when he tells the story that lets you know it's true. You can only wish it weren't.

### The real world

When students graduate from AB school they will go to the real world of naval aviation—fleet aviation units and naval air

stations. Many will go to aircraft carriers where the average age on the flight deck is 20. There they will ply their trades as aircraft land on the pitching, rolling flight deck. Where fire-spitting *Phantoms*, *Intruders* and *Hornets* swoop from the dark of night to grab flight deck arresting gear. Where ABs must run from their stations on the deck edge to disengage the aircraft's hook from the arresting gear cable and make way for the next aircraft to land. Where ABEs, ABHs and ABFs must work together to launch, recover, fuel and handle the Navy's multi-million dollar aircraft.

The instructors at the AB School make every effort to prepare students for what lies ahead, but every graduate still has a lot to learn. Many will be "married" to an experienced AB at their first duty stations and will learn the ropes of the flight deck while clinging to the tail-end of his flight vest.

Whether in the school environment or right on the flight line, experience is still the best teacher for the Navy's aviation boatswain's mates. □

—Story and photos by  
JO1(SW) E. Foster-Simeon





# Tarawa sickbay— the biggest afloat

Story and photos by JO1 Dan Guiam

USS TARAWA AT SEA—Spotless white walls stand out. Familiar red crosses and rows of hospital beds belie the fact that this is part of the 7th Fleet amphibious assault ship USS *Tarawa* (LHA 1).

It is nothing fancy, but the San Diego-based ship boasts the largest medical facility afloat. Its size and equipment match that of the average stateside community hospital.

The “floating city’s” hospital has four operating rooms, 69 beds and a large “triage” (receiving area) for sorting out patients in a mass casualty situation. An additional 300 beds can be set up when needed. Strategically located throughout the ship are four battle dressing stations, 110 first aid boxes and 125 stretchers.

“No doubt about it,” said Lt. Mark Brostoff, the ship’s medical administrative officer. “*Tarawa* crew members get the best medical treatment in the fleet.” The 27-year-old Cranbury, N.J., native supervises overall operations in the department. Two medical officers and 15 hospital corpsmen trained in various specialties make up the department in peacetime operations.

“In wartime, or when the ship is involved in a major exercise such as the recently concluded *Team Spirit* '85, we get additional doctors and corpsmen to support the embarked Marines,” Brostoff said.

A ship’s sickbay the size of *Tarawa*’s can be a beehive of activity, as the exercise proved. Such a mass casualty drill under simulated battle conditions tests the ship’s medical efficiency. Doctors and corpsmen moved purposefully around the casualty area “treating” scores of Marines.

“That’s one scenario we are expected



to handle with precision,” Brostoff said. “The surgical teams provided to support the embarked Marines fitted in perfectly.”

Besides surgical operations, the sickbay on the “Eagle of the Sea” offers a complete diagnostic laboratory, X-ray suites (with portable units for emergency care), a physical therapy room, a blood bank capable of maintaining 250 units of whole blood, and most of the other features that are found in a small hospital.

A sailor or Marine’s first entry into the health care system on board usually starts at sick call. With the exception of emergency cases, *Tarawa* crew members check in on a first-come, first-served basis.

The 40,000-ton ship carries more than 3,000 people, including embarked Marines. In a year, the ship’s doctors usually see thousands of patients with complaints ranging from a simple headache to those requiring major surgery.

“Actually, the health and well being of the crew is excellent,” said Hospital

Corpsman 2nd Class Gary Baugh, the ship’s preventive medicine technician. He conducts inspections for food and water sanitation, makes sure the living quarters are habitable, and ensures his shipmates learn sound occupational health practices and are aware of proper industrial hygiene.

“It’s a very challenging task,” Baugh said, “but if my shipmates are healthy and live in a clean environment, then they are happy, and that, in turn, makes me happy.”

*Tarawa* crew members who end up in the primary care ward can be assured of the best care while there. “If a patient takes a turn for the worse, he is sent to the intensive care unit,” Brostoff said.

The ship’s ICU has 21 beds, including three orthopedic beds.

If a patient needs treatment ashore or highly specialized care, he is evacuated (usually by helicopter).

The medical department aboard *Tarawa* wouldn’t be complete without a pharmacy, one of the busiest sections in the department. More than 6,300 prescriptions were filled by the ship’s pharmacy technician last year. The medicines are comprised of more than 400 drugs and over-the-counter items.

In addition to treating patients, *Tarawa*’s sickbay staff also conducts physical examinations—and even has an audio booth for hearing tests.

It is not unusual for *Tarawa*’s medical personnel to render primary treatment care at 3 a.m. Since *Tarawa* works 24 hours a day, “shipboard medicine, therefore, doesn’t stop either,” Brostoff said. “We have to be ready at any time—and we are.” □

Guiam is assigned to the 7th Fleet P.A. Rep., Subic Bay, R.P.



Members of Tarawa's 17-man medical team are involved in every aspect of patient care; in the pharmacy, during mass casualty drills and in sickbay. Opposite page: Lt. Mark Brostoff (center) discusses equipment procedures with colleagues. Brostoff is the ship's medical administrative officer.



WintEx-CimEx '85

# One Navy in Europe



Story by Cmdr. Phillip K. Vollrath  
Photos by PH1 Bill Simms

"When they hit the deck, they'll be at a dead run." This is what Naval Reservists will find if mobilized to Europe in a national emergency, according to Cmdr. Donald M. McArthur, fleet command center operations officer for U.S. Naval Forces Europe. The forecast was borne out in February and March during WintEx-CimEx '85, the eighth joint chiefs of staff-initiated NATOwide command post exercises.

McArthur had a good perspective of what would be required and what could





be delivered. His vantage point during the exercise was the fleet command center at USNavEur, where he supported the activities of the forces battle staff composed of active duty and Selected Reserve people.

As in years past, WintEx-CimEx tested command and control procedures, and exercised other departments within NATO governments in procedures intended for times of international tension and crisis. There were no actual fleet or unit operational movements during game play.

Commodore Richard F. Pittenger, USNavEur chief of staff, expressed confidence that Naval Reservists can and will do the job. "The reserve organizations

that support USNavEur and Naval Activities United Kingdom are probably better organized than any other reserve organization that supports any fleet commander in chief. I would have to say they are in good shape for mobilization," he said. Reserve Commodore Tammy H. Etheridge, who would mobilize as commander, U.S. Naval Activities Eastern Atlantic, agreed, adding that WintEx-CimEx also provided reservists a chance to get information from their active duty counterparts that they could take home to supplement their training.

The exercise proved the importance of the One Navy policy to the success of any

**Lt. Steven Hopkins, left, a member of USNavEur staff in London, works with U.S. Navy reservists in the operational control center during WintEx-CimEx 85.**

major mobilization requirement. Nearly 400 Naval Reservists—officer and enlisted—were mobilized to points throughout Europe, mirroring efforts by fellow reservists in the United States.

Reservists who deployed and served in these units during the exercises coordinated activities from the North American shore to beyond the tip of Norway, across virtually all the Atlantic approaches to Europe and to the eastern tip of the Mediterranean Sea.

# One Navy in Europe

For USNavEur, reserve augmentation in war or other long-term crises would be mandatory because of the austere manning of the active duty Navy staff. A total of 257 officers, enlisted and civilian people are assigned to the staff in peacetime. This number contrasts sharply with U.S. Army and Air Force component commands in Europe, whose staffs total 1,256 and 1,438, respectively. Although European peacetime naval operations and contin-

gencies are directed continuously from the Navy's London command center, sustained crisis or hostilities would mandate an eventual call for "the rest of the staff"—reserve augmentees.

This requirement is more apparent in light of the London headquarters' complex missions. USNavEur stands astride the demarcation line between the U.S. European and Atlantic unified commands. As the naval component commander for

the U.S. European command, the USNavEur looks north to the Baltic, east to Central Europe, and south to the Mediterranean.

In a second role as U.S. Commander, Eastern Atlantic, the command looks west and north to the eastern Atlantic, Norwegian Sea, and waters off the British Isles. In addition, USNavEur is an administrative commander in the Navy department chain of command, responsible





to the chief of naval operations for management, administration, personnel, and logistics.

Planning for WintEx-CimEx '85 began in 1982. This was the first exercise in which hundreds of reservists were taken to Europe to participate. Most reservists who mobilized performed their duties in England; others served in Scotland, Portugal, Germany and Norway.

Naval Reserve planning for WintEx-

CimEx occurred in reserve centers throughout the United States. Computer systems simulated adversary battle activities and responses from U.S. Navy units for realistic training. Reservists studied communication and operation procedures and prepared for the tasks that awaited them in London and elsewhere.

London exercise play was held at USNavEur by round-the-clock battle staffs in the operations control and logistics readiness centers. The directing staff monitored and evaluated exercise activities. Many aspects of the exercise relied upon computer generations, assisted by some programming software designed by reservists, according to Marine Corps Lt. Col. Jonathan C. Chase, staff supervisor.

"The reservists who are working with us bring to us a 'can do' attitude. They have tremendous depth of professionalism," Chase said.

Cmdr. Kim Sargent, executive officer of USNavEur's reserve detachment at Great Lakes, Ill., was a directing staff watch officer for his third WintEx-CimEx.

"We are getting dedicated people into the Naval Reserve—they seek realistic training and take it seriously, which is generating success in goal achievement, recruiting and retention," he said.

Ensign Evelyn Walsh, fleet exercise coordinator and Sargent's active duty counterpart on the USNavEur staff, agreed, "I could not do my job without Navy reservists," she said. "In my opinion, reservists have the best of two worlds. They have good civilian jobs and, by being in the Navy, they have opportunities to experience things other people will never do—like this exercise."

Another major player in WintEx-CimEx was Reserve Rear Adm. Robert L. Zralek, chief of staff for USComEastLant, and a corporate official in civilian life. "Today, reservists' motivation, patriotism and training are better than I have seen in 38

years," he said.

"While our reservists are home drilling, they know what their jobs here are, and that's important to us," Pittenger said. "We have a unique relationship with the reserves that support USNavEur and USEastLant.

"The reservists are paired with a specific organization within the staff so that when they drill they know exactly what their mobilization billets are, and they train for what they have to do over here. In fact, we couldn't perform our wartime mission without this augmentation," he said.

"The way we are conducting this exercise is an example. We don't have reservists standing watches in one group or watching active duty people do the job. We have reservists and regular Navy people integrated in the same watches. I'm convinced that, at least in this piece of the world, we have One Navy," Pittenger concluded.

The total commitment of the reserve forces to the European theater is demonstrated, perhaps more graphically, by the fact that an entire operating division of USNavEur, the construction management division, is comprised of Navy reservists. The division would be activated only in wartime.

Should this reserve unit be mobilized, USNavEur would assume the responsibility for Army, Navy, and Air Force facility requirements in the Mediterranean, commanding about 20,000 Army and Navy engineers and construction personnel.

WintEx-CimEx '85 demonstrated that mobilization is the Naval Reserve's number one concern, and mobilization training is the number one priority. Should the nation's security dictate, these company executives, shopowners, electronic technicians, automobile salespersons, mechanics, stockbrokers, secretaries and citizens of all walks of life are ready and willing to meet whatever challenge confronts them. The One Navy approach displayed at USNavEur is no small reason why. WintEx-CimEx '85 proved the point. □

*Vollrath is a Naval Reservist; Simms is active duty assigned to USNavEur, London.*



**Far left: YN2 Mary Busby and Lt. Ellen Vadney (seated) interpret exercise information. Top: U.S. Navy reservists outside USNavEur headquarters. Left: Capt. Doug Peterson and Cmdr. Steven Hovany discuss a mobilization problem.**



# Bearings

## Tanner receives civilian award

William H. Tanner was awarded the Distinguished Civilian Service Award recently for his work which resulted in the arrest of an agent for the East German Intelligence Service. For two years, Tanner voluntarily served as a double agent for the United States, and participated in joint FBI and Navy counterintelligence efforts against EGIS.

Tanner, 44, is a project manager for naval electronic systems equipment and field change installations at Naval Electronic Systems Engineering Center, Charleston, S.C. He met with EGIS agents beginning in 1981 in Washington, D.C., Mexico City and East Berlin, and was paid nearly \$22,000 for by-then unclassified information he furnished to the German Democratic Republic agents.

Tanner's handler, East German exchange professor Alfred Zehe, was ar-



rested by FBI agents in Boston Nov. 30, 1983. On Feb. 21, 1985, Zehe pleaded guilty to eight counts of espionage and on June 11, 1985, was released to the German Democratic Republic in a prisoner exchange.

Under Secretary of the Navy James F. Goodrich presented the award, and William H. Webster, director of the Federal Bureau of Investigation, gave Tanner a

Tanner (center) is flanked by William Webster (left), director of the FBI, and Under Secretary of the Navy James F. Goodrich.

plaque and letter of appreciation.

Webster noted that "Mr. Tanner's effective participation and personal unselfishness in the service of his country contributed significantly to the success of this operation." ■

## Pluggie the robot

Naval Air Station Oceana, Va., has an answer to R2D2—"Pluggie," a fireplug robot that trains children in fire prevention and safety.

Pluggie, who visits the station's child care center, teaches children to react to fire situations through training and know-how rather than by instinct.

His routine includes a "stop, drop, and roll" song, which encourages youngsters to demonstrate how to smother burning clothes by covering their faces with their hands, dropping to the floor and rolling.

At 3 feet, 50 pounds, Pluggie gives simple, straightforward messages. His cap rises to reveal wide, blinking eyes as he tells about the dangers of playing with matches.

The robot is kept alive by rechargeable batteries and is fully mobile through a remote control system. His two-way, wireless voice system allows the operator to

talk and listen.

While Chief Fire Inspector Joseph Silvasi holds fire prevention programs with the children, another firefighter in a separate room assumes Pluggie's personality through the transceiver and remote controls.

"Mastering the remote control system took some practice for us," said Silvasi. When Pluggie faces the same direction as the instructor, the control stick is moved normally left to right. However, when he faces the instructor, his operation must be controlled in reverse—a left push of the stick makes Pluggie go to the right. The robot's singing and music come from a midsection cassette player and amplifier.

Pluggie's \$2,500 price tag is inexpensive if his training saves just one life. With his blinking eyes and rising cap, he's not just another pretty face, he's a valuable training tool. ■

—Story by Annette Hall,  
NAS Oceana, Va.



"Pluggie" gains the confidence of Matthew Keith at a fire prevention and safety program.



## Alert Navy men save 3 lives



Thomas Dean and CT1 David Gilmore

Two-month-old Thomas Dean is alive today thanks to Cryptologic Technician 1st Class David Gilmore's command-sponsored training in cardiopulmonary resuscitation. Thomas, congested with bronchitis and pneumonia, was not breathing

when Gilmore responded to a cry for help from the child's mother and started CPR on the baby. A rescue team arrived by the time Dean's eyes had opened, and he was taken to a Baltimore hospital where he recovered. Gilmore works for Naval Security Group Activity, Fort Meade, Md. ■

Aviation Machinist's Mate 2nd Class Timothy M. Downs, who rescued an infant and a 4-year-old child from a burning mobile home in March 1983, received the 1985 Non-Commissioned Officers' Association Military Vanguard Award for heroism.

Downs, while stationed at Naval Air Station Patuxent River, Md., saw the mobile home on fire and made a room-by-room search for the children.

The Vanguard Award recognizes enlisted personnel from each branch of the uniformed services who have performed a heroic act which saved a life or prevented serious injury.

Downs also was awarded the Navy and Marine Corps Medal for his heroism. He is assigned to Helicopter Anti-Submarine Squadron Light 36 in Mayport, Fla. ■

## Reservists eligible for new GI Bill

Naval Selected Reservists are eligible to receive up to \$140 per month in college benefits under the new GI Bill that went into effect July 1.

Current members of the Selected Reserve and those entering the reserve between July 1, 1985, and June 30, 1988, are eligible if they:

- enlist, re-enlist or extend in the Selected Reserve for six years;
- receive a high school diploma or equivalent before completing initial active duty for training;
- do not have a bachelor's degree or higher; and
- complete 180 days of Selected Reserve service.

Financial assistance can include up to \$140 per month for 36 months of full-time college enrollment; \$105 for 48 months of three-quarter time college enrollment; and \$70 for 72 months of half-time college enrollment. No payments may be made to participants for less than half-time enrollment. ■

## Belknap chosen as 6th Fleet flagship

USS *Belknap* (CG 26) is slated to become flagship for Commander, 6th Fleet. The assignment, which involves shifting *Belknap*'s home port from Norfolk, Va., to the Mediterranean area, will be effective spring 1986.

The guided missile cruiser entered the Norfolk Naval Shipyard in April for berthing and command and control modifications needed for the new assignment. It is now in overhaul to upgrade the existing engineering plant and combat systems.

This winter, *Belknap* will have a short, intense operational period to include refresher training at Guantanamo Bay, Cuba. Afterwards, the ship will prepare for overseas movement and relieve USS *Coronado* (AGF 11) as the 6th Fleet flagship. ■



# Bearings

## Non-stop training for the 'Ironman'

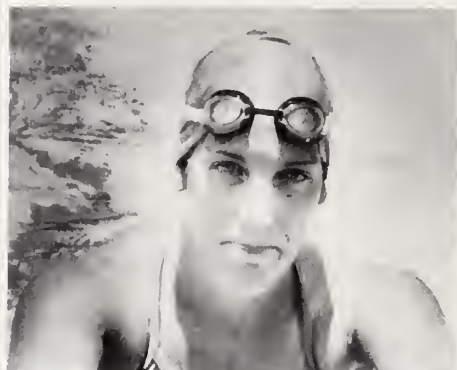
Lt.j.g. Karen Lehman, a 5-foot 5-inch, 120-pound athlete, will be one of thousands competing in the Ironman triathlon scheduled for October in Hawaii.

A computer programmer/analyst at Camp H.M. Smith, the 25-year-old Lehman won a berth in the competition by finishing first in her age group in the Keauhou-Kona Triathlon held on Big Island (Hawaii) last February.

Ironman has been hailed by ABC-TV's Wide World of Sports as "the world's most grueling sports event." The competition tests strength and stamina in a 2.4-mile open ocean swim, 112-mile bike ride and 26.2-mile run on Hawaii's Big Island.



Lehman pumps iron at local gym club.



Lehman takes a break during swimming workout.

About three-quarters of the competitors for this race have been guaranteed a place in the world championship competition through qualifier races.

"It's hard to compete when you know there are professional athletes—great bikers from France, swimmers from Germany, people from all over the mainland—whose only jobs are to train for races like this," Lehman said.

"I don't know about finishing first overall, but I know I have a good chance of finishing first among Hawaii's women entrants. And I hope to do well among other military entrants, too."

Lehman and several local triathletes have formed a club called Team Hawaii.

The club's function is to give its athletes a good, hard, organized workout on week-ends. Lehman said it's nothing to put in an open ocean swim, a 50-mile bike ride and a 15-mile run—give or take a few miles. It's then that Lehman has the greatest chance to build her endurance through practicing distance, but she still follows a rigorous training schedule throughout the week: biking or running five to eight miles at noon, followed by a quick swim on some afternoons, and swimming in the evenings at Pearl Harbor.

"I also try to get to the weight room a couple of times a week, and I put in two or three hours a week on my 'turbo-trainer' at home (used to do interval training or speed work on the bike without a track or traffic).

"It's good for me to work out with the guys in the club," she said. "They really push me, and we encourage each other. I'm right up there with them in my biking because I've been training with them.

"I'm a pretty strong swimmer; I swam in high school. That leaves my running. That'll probably be my hardest part of the race."

One of Lehman's mentors, Lt.Col. Robert Cahill, who's also an entrant in the

race, first encouraged Lehman to look into the longer triathlons because of her natural abilities.

"That's what I think, more than anything, gives her the potential to be a top, professional triathlete," he said.

Lehman said she's burning a steady stream of carbohydrates. "About a month before the race I'll cut back on fats, sugar and sodium. My body is constantly in a state of depletion because working out makes my days almost non-stop. I usually get up at 5 a.m. If I'm not at work, I'm training. I get to sleep about nine or ten at night. Weekends are my heavy workouts, and that's when I get around to things I don't have time for during the week, like wash, grocery shopping and paying bills."

Lehman said the race is more mental than anything. "You can be physically fit and never finish the race. You've got to pace yourself and not think about the time. Sure you want a good time, but the big thing is to finish. I do it for the self-satisfaction." ■

—Story and photos by JO2 Lesa Jean Kirsch, CinCPacFlt PAO, Pearl Harbor



## John F. Kennedy sailors visit elementary school

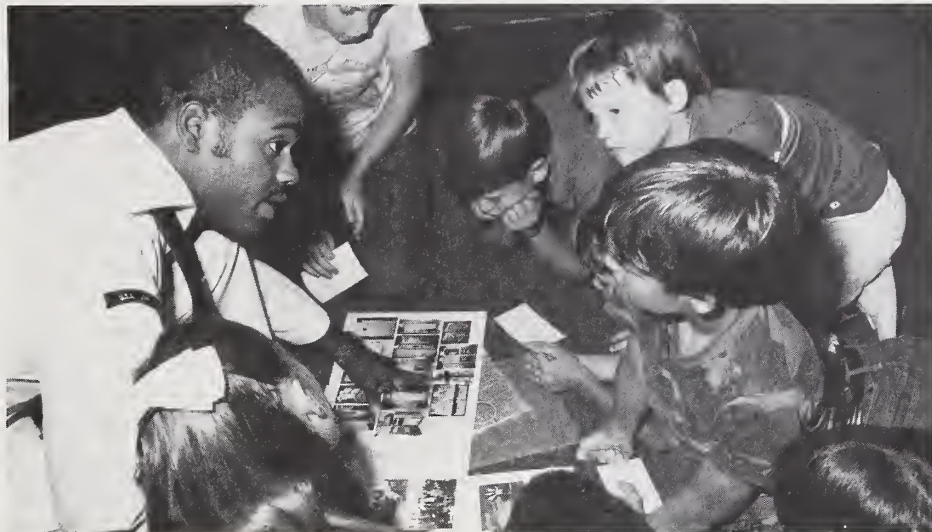
Eyes were bright and wide with amazement; necks were straining forward; and minds were hanging on every word.

That's what it was like when four sailors from USS *John F. Kennedy* (CV 67) visited 66 third grade students at Ghent Elementary School in Norfolk, Va., to talk about their jobs as members of the U.S. Navy.

The summer school lectures on navigation, propulsion, deck seamanship and weapons systems coincided with the class' study of world ports.

A two-hour time period was set aside for the *John F. Kennedy* instructors. Each of the four instructors gave a 15-minute lecture, then the class was divided into four groups for more personal and hands-on instruction.

According to students Paul Griffin, Sailey Albright and Khadija Bonham, the most interesting lecture was by Fire Control Technician 2nd Class Jimmie Lamb, who talked about and showed photos of



the weapons system. He explained the physical resemblance of the *Phalanx* close in weapons systems to that of R2D2 of "Star Wars."

Boatswain's Mate 1st Class Darrell Nichols, who taught the intricacies of knot tying, was the only member of *John F. Kennedy*'s education team who had any previous experience teaching children. Nichols mixed his knot-tying techniques with a little comedy routine. The children enjoyed the "dragon bowline knot." That

particular knot is a bowline, dragged across the floor. "I like what I do in the Navy, and I especially like telling and teaching kids about my job," Nichols said. "The kids in this class respected each other, and they really wanted to learn."

Quartermaster 3rd Class Mike Moriarty had a navigation chart of Hampton Roads and a sextant to show the children. The students used the sextant, an instrument used by ancient and modern day mariners for celestial navigation, to plot portions of their classroom. "It made me feel good knowing that these kids were interested in what I do. I wish I had had a similar experience when I was in elementary school," Moriarty said.

"They (the students) are very intelligent and well-informed about the world around them," said Lt.j.g. Gregory Kiser, boilers officer, who explained the ship's propulsion system. "They were very interested in what makes a ship move and how it works."

The class was a learning experience for sailors and students, and it was hard to tell who enjoyed the class most. ■

—Story by JO3 Jon Rapoport,  
USS *John F. Kennedy* (CV 67)



Above: FTM2 Lamb shows pictures of John F. Kennedy weapons systems to third graders. Left: QM3 Moriarty gives a talk on navigation and the sextant.



# Bearings

## A little bit closer to home



When Kris Kristofferson and his 12-man band joined Navy men and Marines deployed in the Indian Ocean, they didn't just share their music, they shared a little piece of America with their songs.

The singer, songwriter and actor performed for the crew of the 7th Fleet aircraft carrier USS *Constellation* (CV 64) and other ships in the Indian Ocean battle group during a USO/DoD overseas shows tour of the Western Pacific and Indian oceans.

Kristofferson, who served in the Army as a helicopter pilot, said he went to the

battle group because he remembered how it felt to be overseas.

"I was stationed in Germany," he said. "It meant a lot to me when the stars gave up their time. It showed how much they cared about the people serving."

How did the crews feel about Kristofferson's show?

"It was excellent. I could tell a lot of time had gone into the show because it was well-organized," said Personnelman 1st Class Frederick Koenig.

Koenig added, "He sings about life's joys and sorrows. I could tell his music comes straight from the heart."

"For a sailor so far from home, his music made home a little bit closer." ■

—Story by PH2 Alexander C. Hicks Jr.,  
7th Fleet PA Rep, Subic Bay, R.P.

**Kristofferson plays for sailors and Marines aboard *Constellation*.**

## Hampton NROTC grads commissioned

The U.S. Naval Reserve Officers Training Corps unit in Hampton Roads, Va., marked a historic event in May with its first graduating class and the commissioning of 13 ensigns.

The Hampton Roads NROTC unit, commissioned in July 1982, is composed of a unique combination of Hampton University, Norfolk State University and Old Dominion University students.

Senator John Warner (R-Va.) delivered the commissioning address, in which he congratulated the graduates. Warner, a former Secretary of the Navy, Navy electronics technician, and Marine officer, said, "It is my hope that one or more of you will someday become a flag officer in the U.S. Navy. By virtue of your achievements, there's no reason why you cannot continue on in the Navy and reach whatever level you desire."

The commissioning oath was administered by Vice Adm. James A. Sagerholm, Chief of Naval Education and Training.

The newly commissioned ensigns and their prospective assignments are: Kelly Epps, Naval Military Personnel Com-

mand, Washington, D.C.; Deborah Comfort, VF-45 NAS Key West, Fla.; Tracey Etheridge, Training Wing 4, NAS Corpus Christi, Texas; Russell Rovedatti, naval flight school, aviator; Henry Jackson, naval flight school, aviator; Jeffrey Bruner, naval flight school, aviator; Timothy Ev-

ans, surface warfare school; Frederick Harr, submarine warfare, nuclear power school; Craig Herrick, surface warfare school; Timothy Howlin, surface warfare school; Elaine Mason, naval flight school, aviator; and Mark Moore, Navy Supply School, Athens, Ga. ■

—Story by Lt. Ken Sutton and  
Ensign Deborah Comfort





## The Padrino award

Celso S. Ovalle, an engineer with the Pacific Missile Test Center at Point Mugu, Calif., recently received the Padrino Award from the Mexican-American Engineering Society.

The presentation, a gold medal, was made during the ninth annual engineering symposium in Anaheim, Calif.

"I feel humble in receiving this award," Ovalle said. "It might sound like just so much rhetoric, but I feel that I am getting this award for doing those things which were, first of all, my responsibility and, secondly, which I thoroughly enjoyed."

Ovalle, who heads an engineering division at the test center, is credited with serving as "Padrino," or mentor, to hundreds of young students and potential engineers and scientists. He founded the

Ventura County chapter of the Mexican-American Engineering Society, has served as chapter president for several years and has published articles on engineering.

The society, founded in 1974 by a group of practicing professional engineers, advances engineering and science education and employment opportunities for Mexican-Americans.

His awards include: 1982 Ventura Chapter Member of the Year, named in the 1983 California "Who's Who"; MAES Ventura Chapter Engineer of the Year, 1983; EEO Supervisor of the Year, 1981; the Federal Managers Association Community Leadership Award, 1980; Point Mugu Equal Employment Opportunity Involvement Award, 1979; U.S. Navy Executive Fellowship, 1975; and Point Mugu Outstanding Performance Award, 1973. ■

—Story by Bob Armogeda

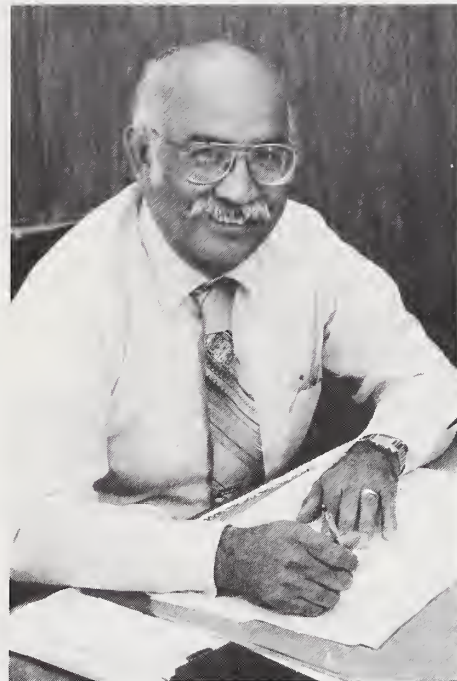


Photo by PH3 Linda Ruschat

**Chief Photographer's Mate Parke Singh** holds the Eddie award he received for his work on the television miniseries "Fatal Vision." Singh was honored at the American Cinema Editors' 35th awards banquet for "Best Editing of an Episode from a Miniseries." "Fatal Vision" was shown during prime time on NBC last November. Singh, who served aboard USS *Coral Sea* (CV 43) from 1963–65, is a reservist with Pacific Audiovisual Command, San Diego. ■

## Tanker named for MSC hero

*MV Paul Buck*, the first of five new tankers to be chartered to the Navy's Military Sealift Command, was dedicated in June at Tampa Shipyards Inc., Fla. Four other ships under construction are *Gus W. Darnell*, *Samuel L. Cobb*, *Lawrence H. Gianella*, and *Richard G. Matthiesen*. These ships will replace five 30-year-old T-5 tankers and will recognize merchant mariners for their acts of heroism during World War II.

Capt. Paul Buck was posthumously awarded the Merchant Marine Distinguished Service Medal, the highest award in the U.S. Merchant Marine, by President Franklin D. Roosevelt.

The award recognized Buck's determination and perseverance in engaging the enemy. After a German attack and an abandon ship order, he remained at the bridge and went down with the ship rather than enter the only serviceable lifeboat, which was overcrowded.

Gus W. Darnell, master, was cited for his expert ship handling during an attack by a German submarine and his concern

for the safety of his crew after his ship was sunk in March 1942. He was killed in June 1942 when his second ship was torpedoed by a German submarine.

Samuel L. Cobb, master, although mortally wounded during a German submarine attack, attempted to ram the attacker and then ran through fire to his cabin to recover the Navy code and other confidential papers, which he threw overside in a weighted sack. He died later in a lifeboat.

Lawrence H. Gianella, radio operator, ignored an abandon order after his ship had been hit by a Japanese torpedo. When his initial SOS failed to get through, he refused to leave his post and sinking ship.

Richard G. Matthiesen, able seaman, was a volunteer member of a gun crew fighting Japanese bombers and suicide planes off the Philippines. One bomber crashed and exploded at the gun platform where Matthiesen was serving. Wounded and burned, he escaped from the platform, but returned to rescue two crewmembers. He died the next day. ■



# Mail Buoy

## All Hands best in 1984

*All Hands*, the magazine of the U.S. Navy, is the best four-color monthly magazine in the government. Who says so? We say so. And so does the National Association of Government Communicators which judged *All Hands* first in the 1984 Blue Pencil Awards category of four-color periodicals.

## Sunny Sig

Bravo Zulu on the fine article and pictures from NAS Sigonella. It has been two years since my departure, and I'm still recalling fond memories of "Sunny Sig."

A few additions to your fine story and gorgeous pictures: your caption to the photo on page 25 is correct, but the aircraft in the foreground (side number 962) is a C-131. The C-2 is parked behind 962.

In checking my logbook, I discovered 55.5 hours of flight time in 962, one of less than 10 seeing active naval service. Sigonella, with three C-131's, is the Navy's largest operator of that venerable aircraft, which began rolling off the assembly line in the early 1950s. 962 has the history of having been the flag aircraft of the commandant of the Marine Corps.

The article's two-page picture on pages 22 and 23 is, quite simply, beautiful. Please relay that compliment to PH2 Jeff Salter. It also was nice to see a picture of AT2 Karen Brazeau, even if it was her back. A naval aircrewman, she was the NATOPS instructor for the C-131 *Loadmaster* position.

—Lt. W.P. Holland,  
Surface Warfare Officers Schools,  
Newport, R.I.

• *As Lt. Holland's letter shows, we continue to learn and grow through the pages of All Hands as its information is expanded and shared.* —Ed.

## Last Navy C-118

The article on the Navy's last C-118 brought back memories. While assigned to

Naval Weapons Engineering Facility Albuquerque, N.M., her name was most affectionately "Albuquerque Turkey". With a special weapon release station, telemetry equipment, unusual tumbleweed cargo and a breakdown in Point Barrow, Alaska, she will never be forgotten by those who flew on her.

—ATCS W.D. Nelson,  
VA 95

## Officer candidate

Page 3 of the June 1985 issue on OCS showed OC Charles Officer with mixed OC and ensign insignia. The ensign stripe on his shoulder boards should have been covered with black tape.

—Lt. Michael W. Bell, USNR  
Lorton, Va.

• *According to our photographer, OC Officer has his ensign stripes covered. However, since a smooth, plastic tape was used, what looks like ensign stripes is really light reflections off the tape. Our photographic 400 ASA film has picked up the detail of Officer's shoulder boards.* —Ed.

# Reunions

• **C.A.S.U. 3, World War II**—Reunion Oct. 28–Nov. 1, 1985, Hot Springs, Ark. Contact J. Murray Johns, 12922 S. 123rd E. Ave., Broken Arrow, Okla. 74011; telephone (918) 369-5467.

• **USS Hovey (DMS 11 and DD 208)**—Reunion Oct. 31–Nov. 3, 1985, Las Vegas, Nev. 98109. Contact Dusty Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

• **459th Bombardment Group Association and Associated Units (756, 757, 758, 759)**—Reunion Oct. 31–Nov. 3, 1985, Tucson, Ariz. Contact J.F. Devney, 90 Kimbark Road, Rochester, N.Y. 14610; telephone (716) 381-6174.

• **USS Sumter (APA 52)**—Reunion Nov. 1–2, 1985, at Disney World in Florida. Contact Melvin L. Burks, Box 7, Tahoka, Texas 79373; telephone (806) 998-4567.

• **VR 3,6,7,8,22 and NATWING PAC**—Reunion Nov. 7–9, 1985, Pensacola, Fla.

Contact Monte Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126.

• **USS Arizona (BB 39)**—Reunion Dec. 30, 1985, Tucson, Ariz. Contact H.H. Zobel, 4044 Loma Riviera Circle, San Diego, Calif. 92110; telephone (619) 222-7758.

• **USS Pittsburgh (CA 72)**—Reunion Nov. 27–30, 1985, Groton, Conn. Contact J.C. Ayers, P.O. Box CA72, Wildwood, Ga. 30757; telephone (404) 820-1601/2360.

• **USS LST #273**—Reunion Dec. 4, 1985, New York City. Contact William T. Gourlay, 225 Walker St., N. Babylon, N.Y. 11703; telephone (516) 587-3575.

• **USS Kalinin Bay (CVE 68) and VC-3**—Reunion, early April 1986, San Diego, Calif. Contact Theodore H. Gardner, 7 Elmhurst Place, Cincinnati, Ohio 45208.

• **USS Hancock (CV 19/CVA 19)**—Planning a reunion. Contact Chester J. Sampson, 955 Easton Road, Apt. J-121, Warrington, Pa. 18976.

• **USS Henry W. Tucker (DDR 875)**—Planning a reunion. Contact Ron Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

• **USS Emmons Association**—Planning a reunion. Contact Mr. D. Jensen, 87-26 259th St., Floral Park, N.Y. 11001.

• **USS Mitscher (DL 2/DDG 35)**—Planning a reunion. Contact Rodger J. Joye, 6 Standard Court, Gaithersburg, Md. 20877; telephone (301) 977-2639.

• **USS Hyades (AF 28)**—Planning a reunion. Contact Michael Vuono, 317 Glen Oak Drive, Toms River, N.J. 08753. Telephone (201) 270-8356.

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# USNA 1985 FOOTBALL

## 1985 NAVY FOOTBALL SCHEDULE

		NAVY	OPPONENT
Sep. 7	North Carolina .....	19	21
Sep. 14	Delaware .....	13	16
Sep. 21	Indiana .....	35	38
Sep. 28	Virginia .....	17	13
Oct. 12	Air Force .....	2:00 p.m. (EDT)	
Oct. 19	Lafayette (Homecoming) .....	2:00 p.m. (EDT)	
Oct. 26	Pittsburgh .....	2:00 p.m. (EDT)	
Nov. 2	Notre Dame .....	1:00 p.m. (EST)	
Nov. 9	Syracuse .....	1:30 p.m. (EST)	
Nov. 16	South Carolina .....	1:30 p.m. (EST)	
Dec. 7	Army at Philadelphia .....	2:30 p.m. (EST)	

Note: Bold type indicates home games.

**FOR INFORMATION:** Call (301) 268-6060, or write to Ticket Office, Naval Academy Athletic Association, Annapolis, Md. 21402.



Photos by Phil Hoffmann



USNA football schedule ● inside back cover



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1985





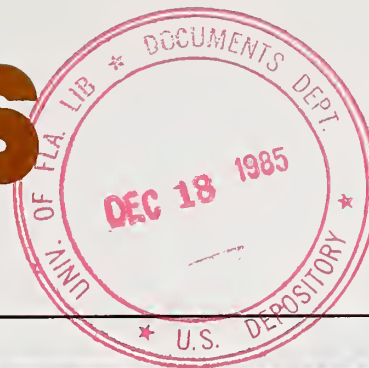


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1985—NUMBER 823

62nd YEAR OF PUBLICATION



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## Covers

Front: Celebrating the Navy's birthday. Photo by PH2 Rick Dixon and PH3 Beth Sample.  
Back: The U.S. Navy pentathlon team won this year's overall CISM competition at NAB Coronado, Calif. Left to right, QM1 Clem Lisor, BM1 Tod Harper and OS2 Mark Curtis hoist the Perpetual Italian Naval Pentathlon Cup. Photo by PH1 Harold Gerwien.  
Inside front: Helo flight operations aboard USS *John King* (DDG 3). Photo by PH1 Perry Thorsvik.

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The surface Navy's  
cutting edge

# Destroyermen

“Of all the tools the Navy will employ to control the seas in any future war...the destroyer will be sure to be there. Its appearance may be altered and it may even be called another name, but no type--not even the carrier or the submarine--has such an assured place in future navies.”

—Adm. C.W. Nimitz, 1962

AT SEA ABOARD USS JOHN KING (DDG 3), 11:35 p.m.—The shrill whistle of a boatswain's pipe pierces the silence. It runs through the destroyer's berthing spaces, interrupting dreams and demanding attention.

“This is the captain speaking,” says a calm voice. “There has just been a crash on the flight deck of the *Coral Sea*; an F-18 had a ramp strike. There's a pilot in the water and . . .”

Sailors jump from their three-high bunks, throw on uniforms and clamor up ladders to the main deck. Some have assigned jobs, others just stand by to help.

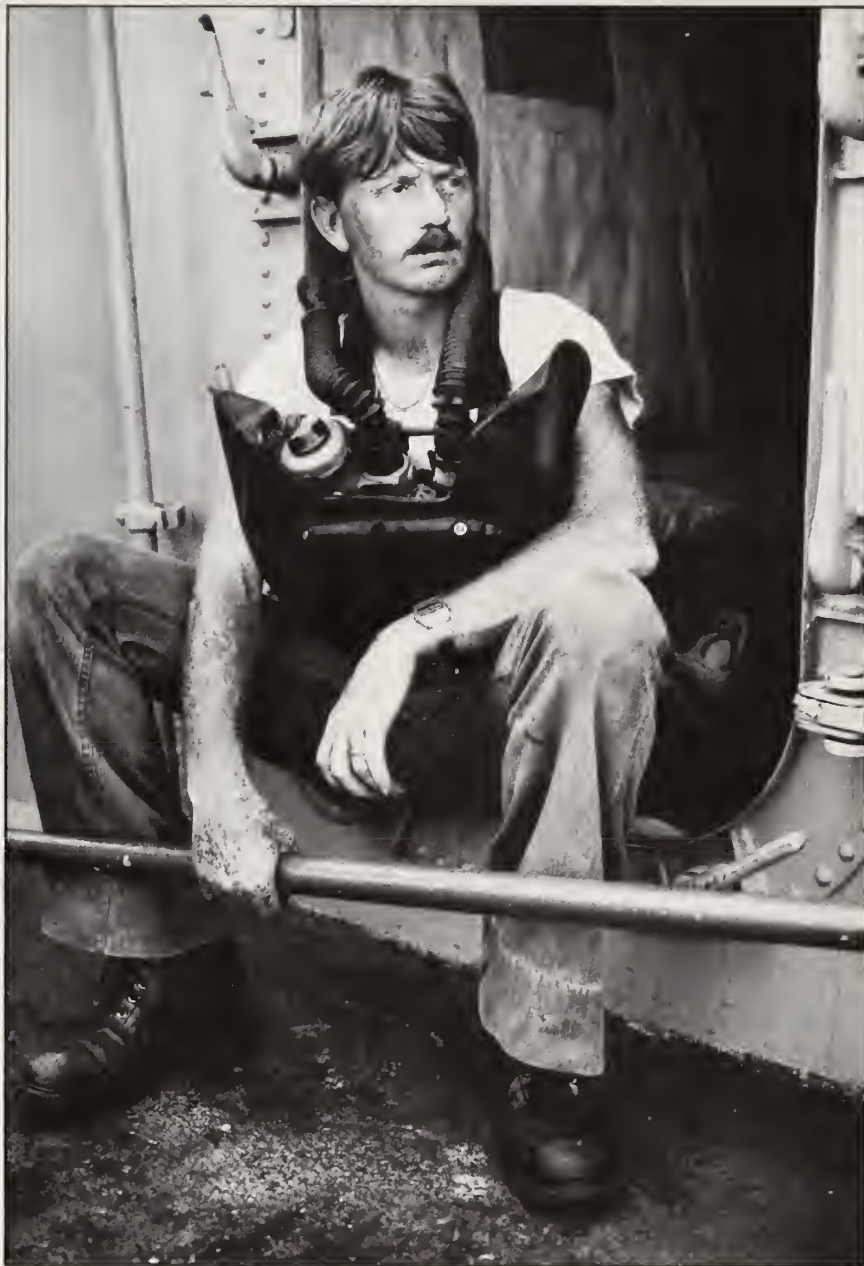
Topside, searchlights cut through the moonless Atlantic night. Moments later, a helicopter from the carrier plucks the pilot from the sea, and the destroyer's mission is downgraded to search and salvage. Searchlights blaze through the night. The tin can steers an expanding square search pattern to find and salvage what it can of the downed aircraft.

By dawn the destroyer has several pieces









## **Destroyermen**

of wreckage stacked on its fantail, ready for transfer to the carrier. It was a productive night. Still, something bothers Ensign Robert Jobrack, officer of the deck at the time of the crash and boat officer during the six-hour salvage effort.

"They (the carrier) kept saying over the radio that the wreckage was between them and the 'small boy.' They didn't even know the name of our ship," says Jobrack.

A lot of hard work and little recognition—such is the lot of the destroyer sailor.

Destroyermen don't have the carrier sailor's high visibility or the submariner's mystique, but destroyer sailors do have something they wouldn't trade for the world—an image.

Watching these small warships bob on the open ocean, one can't help but feel a

tinge of admiration and respect for the men who serve in them.

Even with the technological advances of today's Navy, destroyermen keep their timeless, romantic relationship with the sea. "There is a certain amount of macho image tied to being a destroyer sailor," says Cmdr. Bruce Hunter, executive officer of *John King*. "We are to the afloat Navy what fighter pilots are to the air Navy. We're the cutting edge."

In that capacity, destroyers serve as the eyes and ears of a battle group—multi-purpose support ships that provide anti-air, anti-surface, and anti-submarine protection.

During this at-sea period, *John King* escorted and provided plane guard services to USS *Coral Sea* (CV 43) during its





Sailors perform a variety of jobs, and all are essential to the ship's mission.



## **Destroyermen**

post-overhaul workup period. Steaming 2,000 yards astern of an aircraft carrier as it launches and recovers aircraft is not a particularly exciting job. But it is one of many important destroyer responsibilities that often go unhailed.

"We're the small boys, so we don't get much publicity, but somebody has to protect those carriers," says Master Chief Boatswain's Mate William Curtis.

To do the job, the 24-year-old warship has two 5-inch/54-cal. guns, an anti-submarine rocket launcher, torpedo tubes, and a twin surface to air missile launcher. Newer ships like *Spruance* and *Kidd* classes are also equipped with LAMPS helicopters.

That kind of firepower in such a small ship is what draws young men like Fireman Billy Russell to destroyers. "Last year

during ReadEx, we shot a missile at a drone. That was the most awesome thing I've ever seen in my life," he said.

A destroyer is small, small enough that everyone seems to know everyone else, and many consider that one of the advantages of the destroyer Navy.

"There is a lot of satisfaction in these ships," says Hunter. "The destroyer organization is small enough that one man can have a direct effect on the ship. We have high school basketball-type teamwork on a destroyer, not like the mechanical teamwork on larger ships."

Almost every evolution on a destroyer involves all hands. As a result, destroyermen are forced to pull together. Nowhere is that more evident than during underway replenishment, when electronics technicians, gunner's mates, yeomen





Refueling at sea combines hard work with "hurry up and wait."



## **Destroyermen**

and machinist's mates heave lines together.

"We complain a lot, but we never let it turn into a don't-give-a-damn attitude," said Navy Career Counselor 1st Class Burchell McCormack. "There is always what I like to call hidden pride in being able to get the job done."

Small crew size—350 for the *John King*—also provides training opportunities and responsibilities not always found elsewhere in the fleet. "There is no way I would be standing OOD as an ensign on a carrier," says Jobrack. But on *John King*, he was able to qualify for the watch his first year onboard.

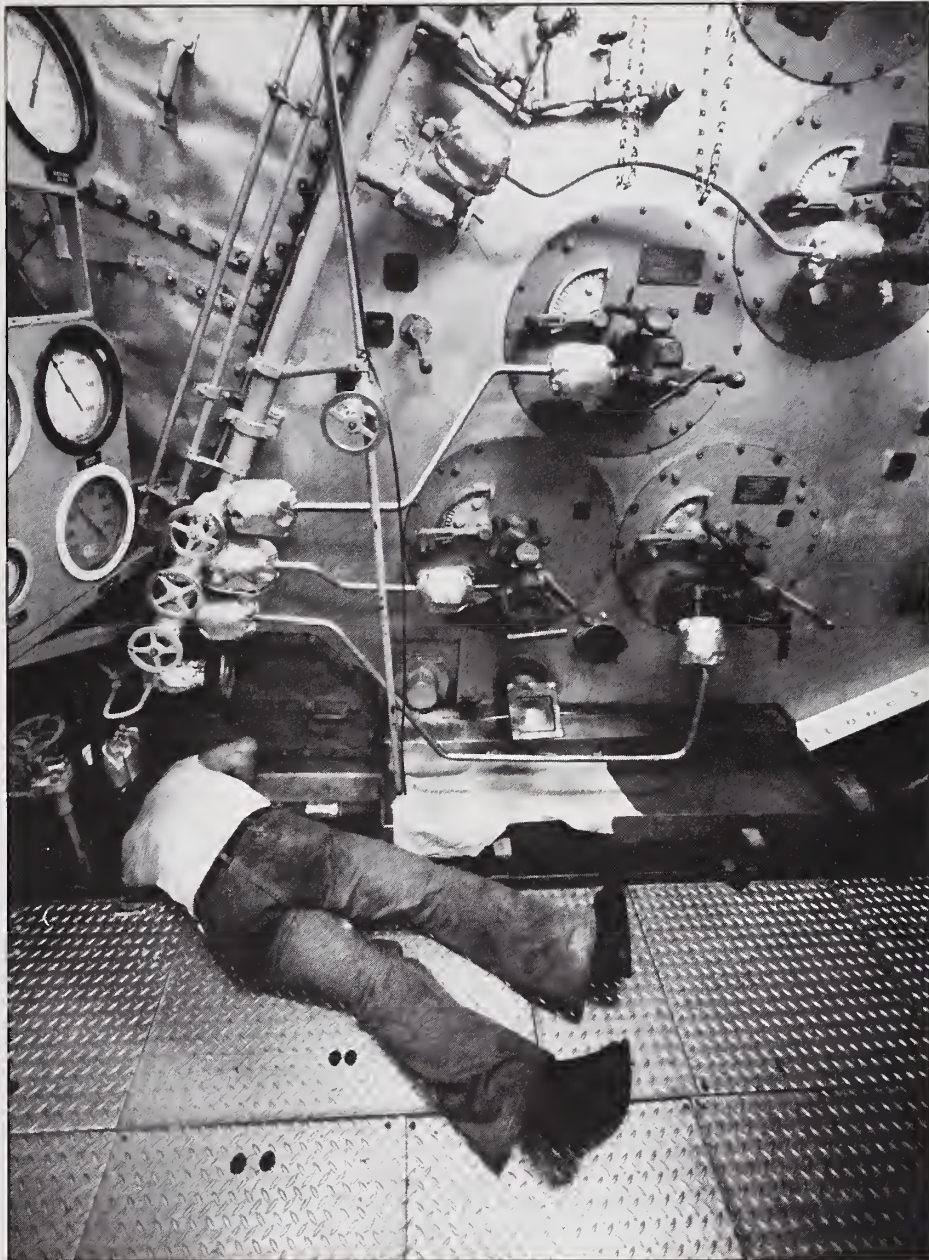
Hard times come in various forms aboard a destroyer—cramped living conditions, rough seas and a seemingly re-

lentless operating schedule. A destroyer like *John King* is under way 70 percent of the time, and when in port its crew is putting in an 80-hour work week, including duty days.

"This is the toughest job in the Navy for an engineer," says Chief Boiler Technician Dennis Turns, who has served in three destroyers and several amphibious ships. "If you can make it here, you can make it anywhere. This is as hard as you're going to work in the Navy, and you can take that to the bank. We're going to make you or break you here."

Some sailors take the hardships of destroyer life less seriously. The only thing Storekeeper 3rd Class Tony Armstrong finds wrong with the ship is that it is under way too often. "I would be married," he





While more modern ships may rely on computers and high technology to get the job done, John King relies on the sweat and ingenuity of its crew to keep things going.





## **Destroyermen**

says with a wry smile, “but every time the preacher starts talking, we have to get under way.”

Destroyer sailors take pride in being able to handle their kind of life— not just being able to cope with it, but to excel. Fire Control Technician 2nd Class James Brown particularly enjoys it when sailors from a carrier visit his ship and he sees the envy in their eyes. “They’re always coming over and asking what it’s like on a destroyer,” he says. “It’s like we’re more with the elements, more with the sea.”

As one sailor said, on a large ship, like a carrier, it’s almost like being in a building—you can forget you’re at sea. But a destroyer is a small ship with a small crew, and there’s a lot of ocean. You don’t have much to fall back on.

When all else fails, destroyer sailors fall back on their pride—pride in themselves and pride in their ships. As Adm. Arleigh A. Burke, one of the Navy’s most renowned destroyermen, once said: “They have to be proud . . . for the destroyer life is a rugged one. It takes physical stamina to stand up under the rigors of a tossing DD. It takes even more spiritual stamina to keep going with enthusiasm when you are tired and feel you and your ship are being used as a workhorse. It is true many people take destroyers for granted and that is all the more reason why destroyermen can be proud of their accomplishments.”

Ever since the first destroyer entered the fleet 83 years ago, tin cans, and the men who sail them, have left an indelible mark on the history of surface operations.





After work, crew members find their own ways to relax.



## **Destroyermen**

Within a month of entering World War I, the United States sent six destroyers to crack the German blockage of the British Isles. Later used in the convoy defense system that staved off U-boat attacks against Allied shipping, destroyers proved themselves a defensive force to be reckoned with.

Destroyers fighting in World War II earned a reputation for resourcefulness and pure spunk.

As the crew of the destroyer USS *Hull* (DD 350) raced to battle stations during the attack on Pearl Harbor, the quarter-deck watch opened fire on attacking aircraft—with a .45-caliber service automatic. “If the (Japanese) had a glimpse of the sailor at *Hull*’s gangway shooting at them with a .45 pistol, they saw a typ-

ical American destroyerman doing his best with the equipment available,” wrote historian Theodore Roscoe.

During the Battle for Leyte Gulf, a small group of destroyers and destroyer escorts went up against a Japanese force of three battleships, eight cruisers and 15 destroyers. At the expense of three of their own, the U.S. destroyers sank one cruiser, knocked another out of the fight and helped put the remaining Japanese force into retreat.

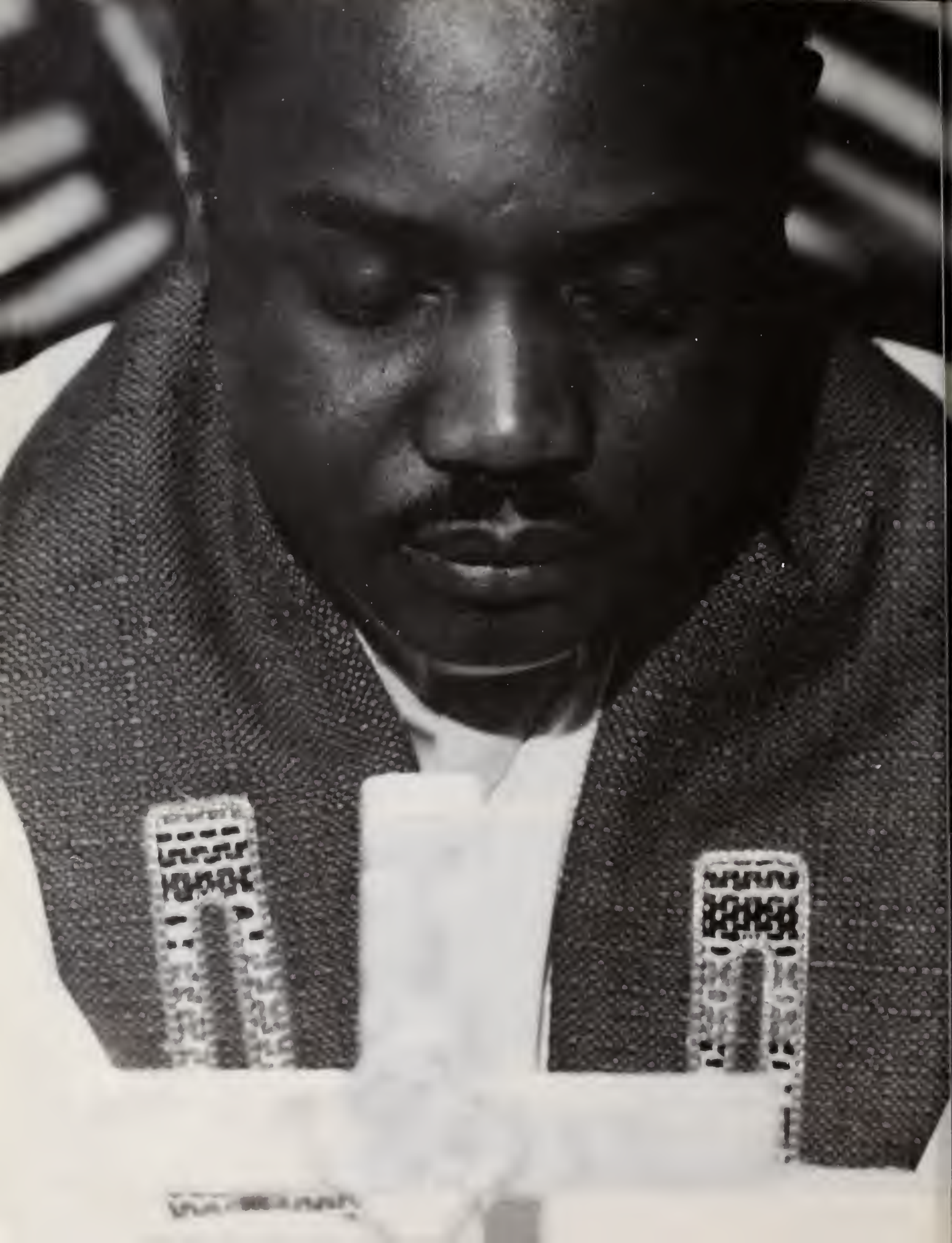
It is the destroyers’ proven abilities to go beyond what is expected of them that has earned them the reputation as one of the most versatile warships in the fleet. □

—Story by JOI(SW) E. Foster-Simeon  
 —Photos by PH1 Perry E. Thorsvik





A final sweepdown signifies the end of another long day at sea.





# Chaplain Gilbert

## Serving with a purpose

Story by Lt. Joe March

Photos by CWO2 C.J. Williamson and PH3 Rick Caines

Angry 12-foot seas from Typhoon Ike slammed against the 65,000-ton warship. A khaki-clad officer struggled through narrow passageways and up USS *Midway's* (CV 41) steep ladders to the bridge.

He reached for the ship's IMC microphone. It was 10 p.m. in the South China Sea, more than 8,000 miles from his home in Albany, Ga., and well west of the international date line which divides the vast expanse of the Pacific Ocean. Speakers throughout *Midway's* compartments vibrated with his rich voice.

"Storms of adversity may be as devastating as Typhoon Ike, but God built us like a ship to weather the storm of life. Good evening, *Midway*. This is Chaplain Gilbert with tonight's meditation. . . ."

Cmdr. Leroy Gilbert, 37, is a Protestant chaplain in the U.S. Navy Chaplain Corps.

He is also a pioneer.

Born in Shellman, Ga., nearly two decades before the Rev. Dr. Martin Luther King Jr. sharply jolted America's conscience with the concept of civil rights, Gilbert grew up in the Deep South firmly ensconced in the religious zeal which provided blacks a tangible constituency and escape valve when many were permitted little else.

"I had the interest and inspiration of becoming a minister before I realized who I was," he reflected. "I really grew up in the church."

Gilbert was destined to become a preacher.

It was also his destiny to become the

first Navy chaplain commissioned from the National Baptist Convention, U.S.A., Inc., one of the first seven black chaplains in the U.S. Navy and a driving force in pioneering a program that encouraged young black ministers to aspire to careers as Navy chaplains. Today, of the 1,103 chaplains serving in the Navy, 80 are blacks, largely due to Gilbert's vigorous recruiting efforts.

He credits his own recruitment to a moving encounter with the Rev. Thomas D. Parham Jr., of the United Presbyterian

Church, the second black Navy chaplain and the first black chaplain to achieve the rank of captain.

"During Chaplain Parham's visit to Howard University School of Religion in 1970 where I was a graduate divinity student, he challenged and encouraged me to become a Navy chaplain. He told me there were only five black chaplains on active duty at that time and no representative from my denomination. I chose the Navy because I felt I could make a tremendous contribution and be of greater service in



Left: Gilbert during a religious service aboard *Midway*.

# Serving with a purpose

a branch of the armed forces which had so little black representation in positions of leadership. At the time, the Navy was the most racially exclusive of all the armed services, not having commissioned its first black until 1944," he said. "When blacks were not allowed to be commissioned in the Navy, you had blacks who were generals in the Army."

Today, all that has changed.

After receiving a master of divinity degree from the Howard University School of Religion, Washington, D.C., in 1972, Gilbert was commissioned in the Navy

Chaplain Corps. He served tours as a staff chaplain at the Navy Recruit Training Center, Great Lakes, Ill.; Destroyer Squadron 12, Athens, Greece; and the Fleet Religious Support Activity, Norfolk, Va. In 1976, he was assigned to the Office of the Chief of Chaplains in Washington, D.C. It was there that Rear Adm. (Chaplain) John J. O'Connor, now the Cardinal Archbishop of New York, assigned Gilbert to initiate a program to recruit black chaplains. He visited theological schools and colleges and spoke at various religious conventions, acquaint-

ing hundreds of black clergymen with the opportunities and the need for black chaplains in the Navy.

Today the amiable Gilbert works in one of the most unique ministries in the church, tending to the spiritual and emotional needs of nearly 5,000 sailors aboard an aircraft carrier forward deployed with the 7th Fleet.

"This is the most exciting, challenging and adventurous ministry that I have ever imagined," he said. "What makes this chaplaincy different is the congregation. You find people from all denominations. If I were pastoring a Baptist church in a





civilian community, I would just have Baptist people. Here I minister to an interfaith, interculture congregation. And if you would notice most churches on Sunday mornings, they're the most segregated places in America. But on board *Midway*, or at any Navy chapel, you find a cross-section of people. I'm talking from all sectors of life."

Gilbert, facing the challenges of his seagoing ministry, chooses to seek out sailors who have problems, or who just simply need to talk, even before they go to him. It's not unusual to find the muscular, 5-

foot-9 man patrolling the carrier's deck or maze of passageways at any hour of the day or night, stopping to greet most crewmen by name and spending whatever time is necessary to listen and, occasionally, console.

"When you minister to people who see you daily, you have to be you," he said. "Sailors highly respect chaplains, but don't usually have a stereotyped view of them. Navy chaplains live and work with those they serve. That unique relationship gives chaplains great opportunities to provide innovative and practical ministries to their

parishioners.

"In the Navy, a chaplain is involved in many facets of the ministry," he said. "He can be assigned to a shore-based chapel as a pastor, a seagoing ship as a roving minister to entire battle groups, or senior managerial or administrative positions." Aboard *Midway*, Gilbert is a department head.

In addition to voluminous paperwork and supervising his staff of two chaplains and five enlisted religious program specialists, Gilbert's 18-hour days at sea include pastoral and personal counseling, delivering Red Cross emergency messages and consolation to crew members being informed of a family death or serious illness, numerous meetings, Bible study classes, religious services, and stress management and self-awareness classes. He also hosts a weekly radio program, called the "Bread of Life," on KWAY, the ship's radio station and provides, as Gilbert puts it, "just many things to bring God to the individual in a traditional and non-traditional way."

But first, Gilbert is a preacher. One of *Midway's* most popular religious services is the "Spirit Filled Gospel Hour," a Gilbert innovation.

"When I came aboard, only 20 or 30 people showed up on Sunday for Protestant worship services in the aft classroom. Now our attendance has increased so tremendously that the services had to be moved to the forecandle."

The high energy service features Gilbert espousing God's word in the highest ideals of old time religion supported by invigorating, up-tempo gospel favorites. The service is always attended by multi-racial, multid denominational worshippers in record numbers.

"I think it's great. It really gets the spirit flowing and renews your faith. It brings you back into the mainstream of Christianity," Yeoman 2nd Class Greg Price said.

Another unique aspect of Gilbert's job



Far left: Gilbert chats with *Midway* air crewmen on *Midway's* flight deck. Left: Preaching the gospel during Sunday service.



# Serving with a purpose

is supporting the religious needs of the carrier's smaller vessels while the battle group is at sea. Every Sunday, each of *Midway's* three chaplains alternate in flying the "Holy Helo" to various ships in the group to conduct services. While some of the frigates have landing platforms, the chaplain must be lowered more than 40 feet on a lifeline to the pitching decks of smaller vessels. "That's where I renew my relationship with God every time," said Gilbert with a wry smile.

Although excitement about his work is limitless, Gilbert readily admits one potential drawback of a seagoing ministry.

"One difference that we have that civilian pastors perhaps don't have is family separation. But separation has not detracted from my marriage, it has enhanced it. I don't take my wife for granted knowing that the times I spend with her are very precious. And so when we are back together, it's just like a honeymoon again. It has revived our relationship, made it stronger," he said.

His wife, Sharon, agrees. "Every time the ship comes back, I look for Leroy standing in his predetermined spot (on the deck). Our separation hasn't affected me in a negative sense, but rather in a positive

one. We don't take each other for granted."

Sharon, a computer programmer/analyst, cites adaptability as the prime characteristic for her success as a Navy chaplain's wife. She has organized choirs at every base they've been stationed and now directs the Voices of Hope Choir at Yokosuka Naval Base, Japan, where they live as part of the Navy's Overseas Family Residency Program. "In my own small way, I bring a little bit of home with me wherever I go," she said.

*Midway* remained at sea nearly nine months during 1984. Its operational area encompassed a good part of the Orient,





including such exotic ports of call as Hong Kong, the Philippines, Korea, Singapore and Thailand. Sharon flew to and joined her husband during all of those visits. Although port visits were less than a week long, Sharon said, "those were quality times I spent with my husband."

"And when I'm away from my wife, I get a chance to retrospect. When we're together again our marital relationship is so much more enriched," Gilbert said.

During his two years aboard the carrier, Gilbert has continued to press ahead undaunted in seeking to develop a spark of enthusiasm in those who display a pro-

pensity toward a career in the Navy chaplaincy.

"Black clergy in particular should realize that there are many black sailors and Marines in the service who need to see and have blacks in leadership positions. There's a sense of pride. There's a sense of integrity, and that counts perhaps an awful lot," he said.

Gilbert's philosophy of leadership by example has paid big dividends. "They see how excited I am about being a chaplain and they have seen how God has used me in their lives. They see me touching lives, and they want to be able to be in a

position so that they also can touch lives. That is a wonderful, exciting, challenging ministry to be in. I would encourage young ministers to consider being a Navy chaplain for at least three years. They don't have to make a career of it, but the experience would be highly rewarding and advantageous when they return to the civilian pastorate."

Gilbert intends to retire to a civilian parish ministry himself someday, as he puts it, "better equipped and better educated." As a lieutenant commander, the Navy sent him through Yale Divinity School in New Haven, Conn., where he obtained his second graduate degree, a master of sacred theory.

The learned seagoing minister was twice recipient of the Rockefeller Protestant Fellowship, the Vernon Johns Preaching Award at Howard University and received the Navy Commendation and Navy Achievement medals. In 1975 he was among those listed as the Outstanding Young Men of America.

Gilbert is quick to point out that many of his fellow civilian ministers are unfamiliar with the idiosyncracies of his ministry. "Some of my clergy friends think the Navy chaplaincy is less fulfilling and a step below the civilian pastorate. That's really not true. Being a chaplain in the Navy has far exceeded my expectations. The diversity of ministry, ecumenicity, camaraderie, travel, adventure, educational opportunities and Navy lifestyle are second to none."

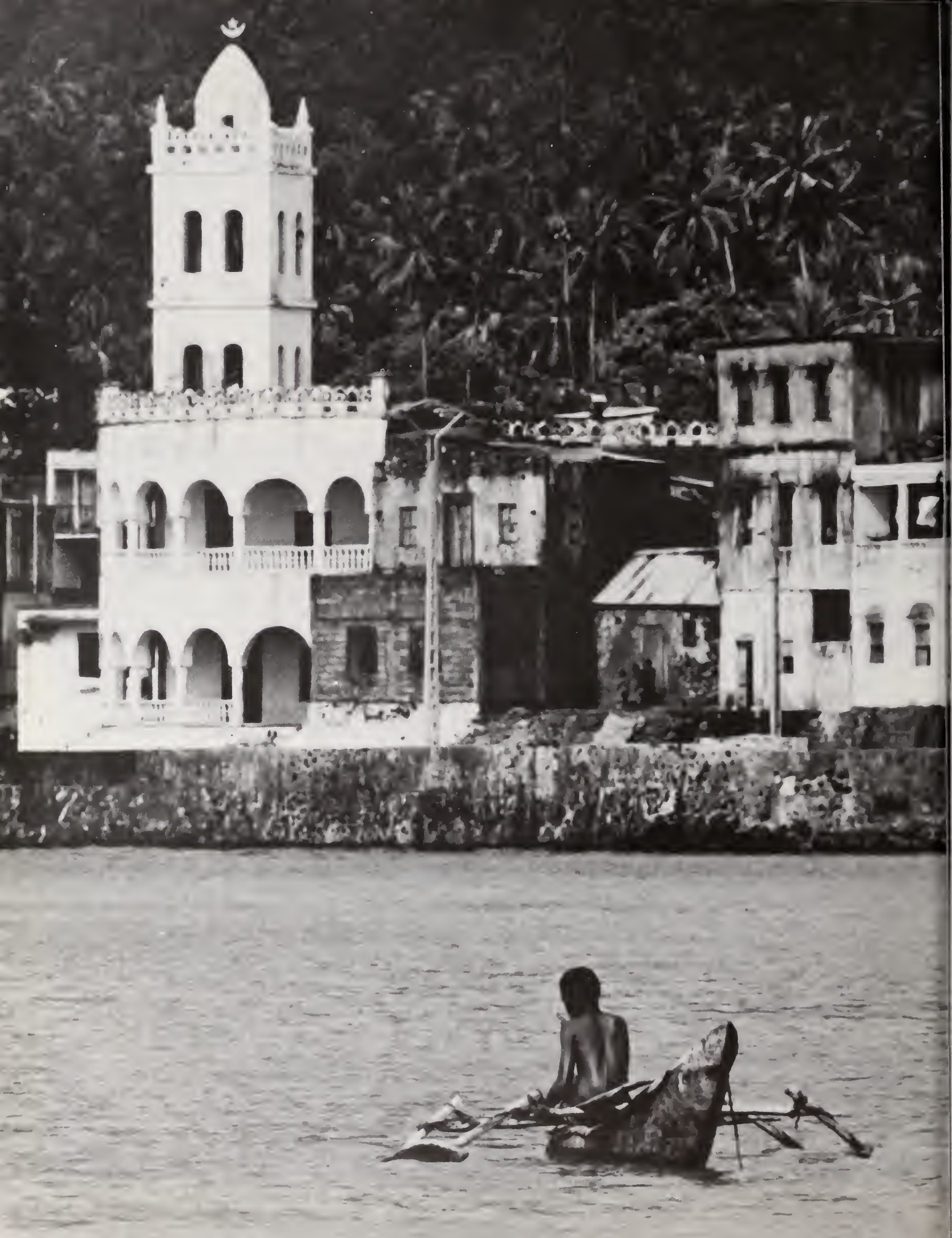
For the Rev. Leroy Gilbert, his air, sea and land ministry has truly been a blessing. As he puts it, "Every day is stimulating. It's beautiful." □

*March, Williamson and Caines are assigned to USS Midway (CV 41).*



**Clockwise from left: Gilbert visits a patient in Midway's medical facility; with his wife, Sharon, during a Hong Kong port visit; hosts the "Bread of Life" program; counsels a crewman; and conducts a communion service.**







# Jason in the Comoro Islands and Madagascar

Story by Lt. William Pedene  
Photos by PH2 Jeffrey Ellenwood

A part of the Navy adventure is visiting those exotic ports that many Americans only read about. Along with that adventure comes a chance to help in community service, a chance our sailors don't hesitate to take. So it was with the crew of USS

*Jason* (AR 8) when the 7th Fleet repair ship visited the Comoro Islands and Madagascar in the Indian Ocean.

When *Jason* arrived in the Comoro Islands capital of Moroni, official calls were made to government dignitaries and com-

munity assistance projects were set up for the 1½ day visit.

There was no suitable anchorage, and *Jason* stayed at sea off the coast. But lengthy boat rides didn't dampen the sailors' work ashore, receptions or sightseeing in the streets of Moroni where winding lanes and old-style buildings hold European influence from the days of French colonial rule.

Crewmembers helped repair the Moroni power plant and the only interisland freight boat in the Comoros. They also repaired movie projectors and copier machines.

*Jason's* officers and crew hosted a luncheon and tour on board the ship for officials, and attended a formal reception hosted by the U.S. ambassador. The crew also attended a reception at the presidential residence the following afternoon.

*Jason* sailors left Moroni with sea shells, hand-wrought gold jewelry, colorful clothing customarily worn by local women, and many expressions of thanks from local citizens and government ministers.

During a six-hour stop at Mutsamudu on the Comoran island of Anjouan, the ship's medical staff visited a Hansen's Disease center and distributed medical supplies provided through U.S. Navy's Project Handclasp. Another group, led by

**Opposite page: A Moslem mosque dominates Moroni in the Comoro Islands. Left: *Jason* at anchor in the harbor off the hospital grounds in Majunga, Madagascar.**





Photo by Lt. Cmdr. Braden Seamons



Clockwise from above: EM1 George Lewis works on repairs at the Moroni power plant; passing on knowledge at Majunga dental school; HT1 Ryder Richardson and local workers at a boatyard in Majunga; a student in Majunga with a textbook donated through Project Handclasp; IM2 Raymond Lawrence repairs a typewriter with guidance from (left to right) IM3 Jeffrey Cox, IM1 Tausili Ia and IM2 Carmine Vita; and a Comoro Island native.





Photo by RP3 Kurt Zinzer



Chaplain Richard Flick, restored the 88-year-old grave of George Esson, who, as American consul, was the first U.S. government representative in the Comoros more than a century ago.

*Jason* then put in at Majunga, Madagascar, where it was greeted by hundreds of people waving home-made American flags.

The crew spent more than 7,000 hours working on construction and repair projects. Using hand tools, the crew constructed eight house frames on an elevated piece of ground just outside one shantytown. The crew also made extensive repairs to airport communications, radar and navigational equipment. At the city's cement plant, they repaired a 16-foot, 8-inch driveshaft and machined weld-repaired teeth into an 18-inch spur gear.

At a major textile mill, they manufactured machinery gears, rewound motors and replated and machined pump/motor shafts. The crew also cleaned and balanced turbine shafts and rewound motors at the city's power plant.

A Malagasy patrol boat, a freighter and several other small craft received repairs on gyrocompasses, pumps, motors and radios. Dozens of typewriters and other office machines were overhauled.

*Jason's* medical officer and staff made rounds of the local hospital wards with the resident doctors, distributing medical supplies and aiding with equipment sterilization and repairs. The ship's dentists gave lectures and demonstrations in dental techniques at the only dental school in the country.

The crew even repaired the town clock.

The visit was topped off by a large diplomatic reception followed by a street dance.

*Jason's* efforts were a successful example of grass-roots diplomacy. In a message, Adm. James Watkins, chief of naval operations, said *Jason's* "enthusiastic 'can-do' spirit in providing civic action and technical assistance contributed directly toward meeting U.S. foreign policy objectives." □

*Pedene and Ellenwood are assigned to USS Jason (AR 8).*



# CISM: friendship

Photos by PH1 Harold Gerwien

The U.S. Navy's pentathlon team took first place in the international military sports event, "Seaweeek," held at the Naval Amphibious Base Coronado, San Diego, Calif., in June. The olympic-style navy sports competition sponsored by the *Counseil International Du Sport Militaire*—CISM—saw nearly 50 military athletes from the United States, Denmark, the Federal Republic of Germany, The Netherlands, Sweden, Norway, Brazil and Italy vie for gold, silver and bronze medals. This was the third time in 27 years that the U.S. Navy hosted CISM events.

A five-event Naval Pentathlon pitted individuals and teams in athletic, military and seamanship skills. Races included an obstacle course, lifesaving, seamanship, utility swimming, and an amphibious cross-country course.

Norway's team took second place in the competition, and Brazil took third. U.S. pentathlon team members took individual honors in overall competition scoring. Clem Lisor was the gold medal winner, Tad Harper, silver, and Mark Curtis, bronze.

The U.S. Navy pentathlon team included: retired Master Chief Engineman Don F. Rose,





# through sports





coach; Senior Chief Radioman Lucky J. Verlinde, SEAL Team 5, San Diego; Quartermaster 2nd Class Charles R. Johnson, Boatswain's Mate 1st Class Tod A. Harper, Quartermaster 2nd Class Clem F. Lisor, and Operations Specialist 2nd Class Mark N. Curtis from SEAL Team 1, San Diego; Machinist's Mate 2nd Class Randy L. Hunsicker, SEAL Delivery Vehicle Team 1; and Aviation Machinist's Mate 2nd Class William J. Reilly, Helicopter Combat Support Squadron 3, NAS North Island, Calif.

Finalists in individual events were:

- Obstacle course—  
 Tod Harper, USA, 1st  
 Mark Curtis, USA, 2nd  
 Clem Lisor, USA, 3rd
- Lifesaving—  
 Clem Lisor, USA, 1st  
 Wolfgang Raach, FRG, 2nd  
 Torsten Hinsche, FRG, 3rd
- Seamanship—  
 Clem Lisor, USA, 1st  
 Tod Harper, USA, 2nd  
 Lars Hermandsen, Norway, 3rd
- Utility swimming—  
 Wolfgang Raach, FRG, 1st  
 Clem Lisor, USA, 2nd (tie)  
 Thomas Kolterund, Sweden, 2nd (tie)
- Amphibious cross country—  
 Tod Harper, USA, 1st  
 Carlos Cardoso, Brazil, 2nd  
 Lars Hermandsen, Norway, 3rd

Harper set an obstacle race record with his 1:47:9, and Lisor trimmed .9 seconds off the previous life saving race record with his 59.1. □

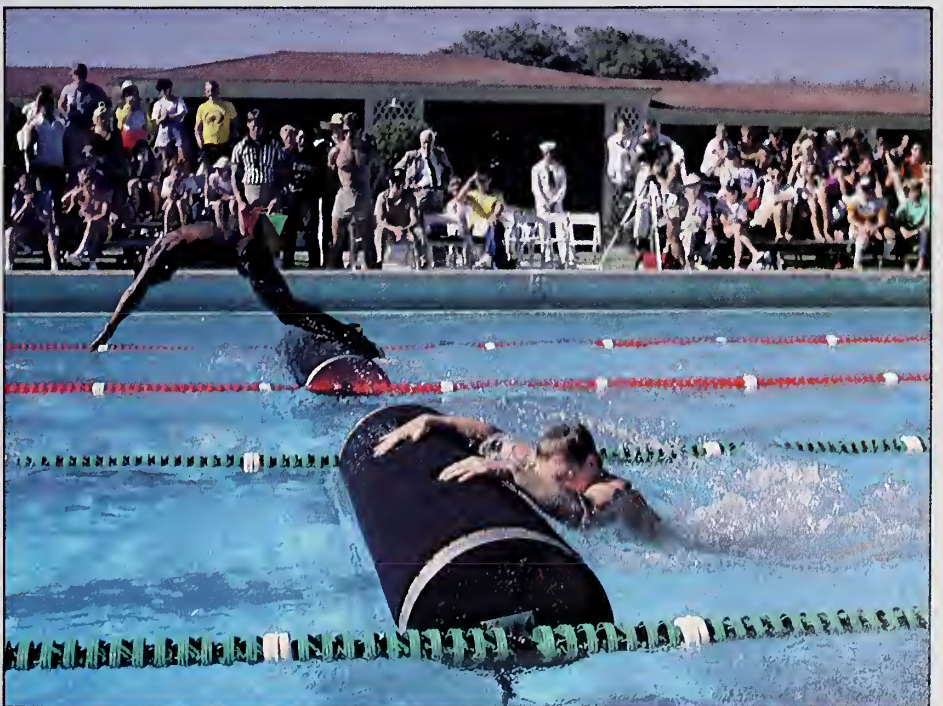
*Gerwien is a photojournalist assigned to FltAVComPac, San Diego.*







Clockwise from below: Part of the CISM utility swim is a 25 meter freestyle, then 50 meters with a rifle and jumping the barrel. Sailing races extend over a four-day period. Members of the Netherlands team with the Crystal Sailing Bowl they won for the sailing event.





Clockwise from right: The obstacle course provided a variety of challenges from pulling over a rope to hurdling a barrel and climbing a net; and the cross country course with Eddie Vetter of The Netherlands and Randy Johnson beginning and ending their runs.









Clockwise from right: Inserting pegs into their slots during the seamanship race; showing each other the bowline; effort builds callouses; Lucky Verlinde stretches during a break; and a Danish contestant strains at the oars.









# At-sea small arms range

Story by JOSN David D. Greitzer  
Photos by PH1 Harold Gerwien

USS *England* (CG 22) crew members can now qualify in small arms at sea on the firing range developed by Chief Gunner's Mate Charles P. Allaire. The range alleviates problems of the availability of a shore based firing range and transportation to and from one.

Allaire used the resources available to him to set up a range on board *England*, after he returned from the small arms instructor school. "The Naval Weapons Safety Center had the plans for the dimensions and the safety course. I was just using what was available," said Allaire. He took the existing plans for the range on the USS *Acadia* (AD 42) and built the range on the fantail of *England*.

Allaire taught the prospective qualifiers weapon awareness, range safety signals and ammunition handling in a day and a half course. The men practiced on the range, which had two targets with four folding wooden barriers to protect equipment on the deck.

Eighty-seven became qualified in firing

45 caliber pistols, 12 gauge shotguns, M-14 semi-automatic rifles and M-60 machine guns. Lt.Cmdr. Roy J. Balaconis, combat systems officer, said, "We will continue to use it (the range) every chance we get. We love it. We are no longer at the mercy of waiting to qualify our men

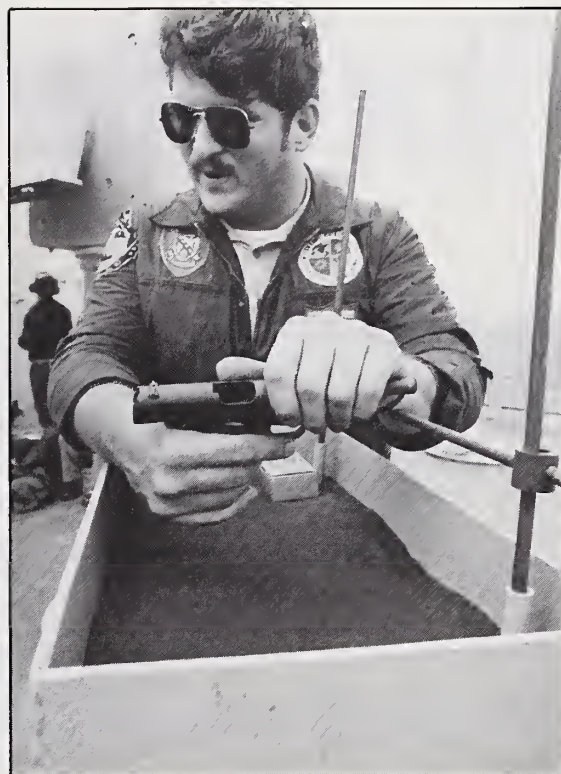
on a range ashore. We don't have to worry about transportation, and we'll save a lot of ammunition." □

*Greitzer is assigned to USS England (CG 22); Gerwien is a photojournalist with Flt-AVComPac, San Diego.*



Top: Looking down the sights of an M-14 semiautomatic rifle. Right: DS3 Ronald Teal takes careful aim. Far right: GMMC Charles Allaire places a new silhouette on the target.





Left: STGSN Robert Bedinger fires his last round as GMM1 Robert Byrd watches for safety problems. Above: GMM1 David Ruble checks for rounds in his .45-caliber pistol.



# The Navy's role in

In the war against drug smuggling, the Navy is committed to doing everything possible to keep illicit drugs from entering the United States. According to Capt. William Marsh, head, fleet operations and readiness branch in the office of CNO, that commitment is not new.

"We've been heavily involved in drug interdiction for a while, but people didn't know how much involved," Marsh said. "We enthusiastically support our civilian law enforcement agency operations but we also must conform to the limitations imposed upon us by law."

By law, the Navy cannot search, seize or arrest drug smugglers. Therefore, the Navy's role in drug interdiction is a support role. Federal law enforcement agencies—including the Coast Guard, Customs, Drug Enforcement Agency—rely on the Navy to provide intelligence on ship or aircraft sightings. This intelligence is coordinated through the National Narcotics Border Interdiction System (NNBIS).

"NNBIS really serves to get DoD support where it's appropriate," Marsh said. "We try to honor requests from the law enforcement agencies as long as we do not impact on our readiness. Unless we can directly relate the support we are providing to a military mission or a training mission, we are required to seek reimbursement from that agency."

"For example, if we send a ship out in support of drug interdiction and get no other training out of it, we have to ask for the cost to operate that ship for that period of time. If we send an airplane out to do a surface surveillance mission, the flight crews are getting some training benefits that are mission associated, Marsh said.

In some cases, the Navy will carry Coast

Guard Tactical Law Enforcement Teams (TacLETs) aboard its ships. These teams, usually consisting of an officer and a small enlisted complement, are empowered to board vessels suspected of smuggling drugs. They also conduct searches and make arrests.

At first glance, it would seem that the Navy is playing a secondary role. But according to Marsh, "We must avoid direct involvement (in searching, seizing and arresting) because that's not our mission. If we send a Navy ship to the Caribbean and make a drug seizure, we've tied up people of that ship with court time, paperwork and any number of other things that would keep them from their military and professional jobs."

According to Marsh, the Navy's role in drug interdiction will probably remain the same in the near future. Congress has a bill to increase the total number of Coast Guard personnel, which would then increase the number of people in the TacLETs who can deploy on Navy ships.

Marsh said he has met nothing short of full enthusiasm from sailors in the fleet concerning their roles in drug interdiction. "They think it's great," Marsh said. "If our ships participate in drug interdiction, find that someone has bales of marijuana stuck in his fishing boat, and are there when the Coast Guard does its business, then there is a sense of accomplishment."

"I think we'll find that the Navy's commitment to help solve this problem is very deep. But according to CNO, we need to do more and we need to get on with it. Our ultimate goal is to wipe out illicit drugs in the U.S., and that's a goal of just about everybody except the hard-core drug user and his rich drug pusher." □

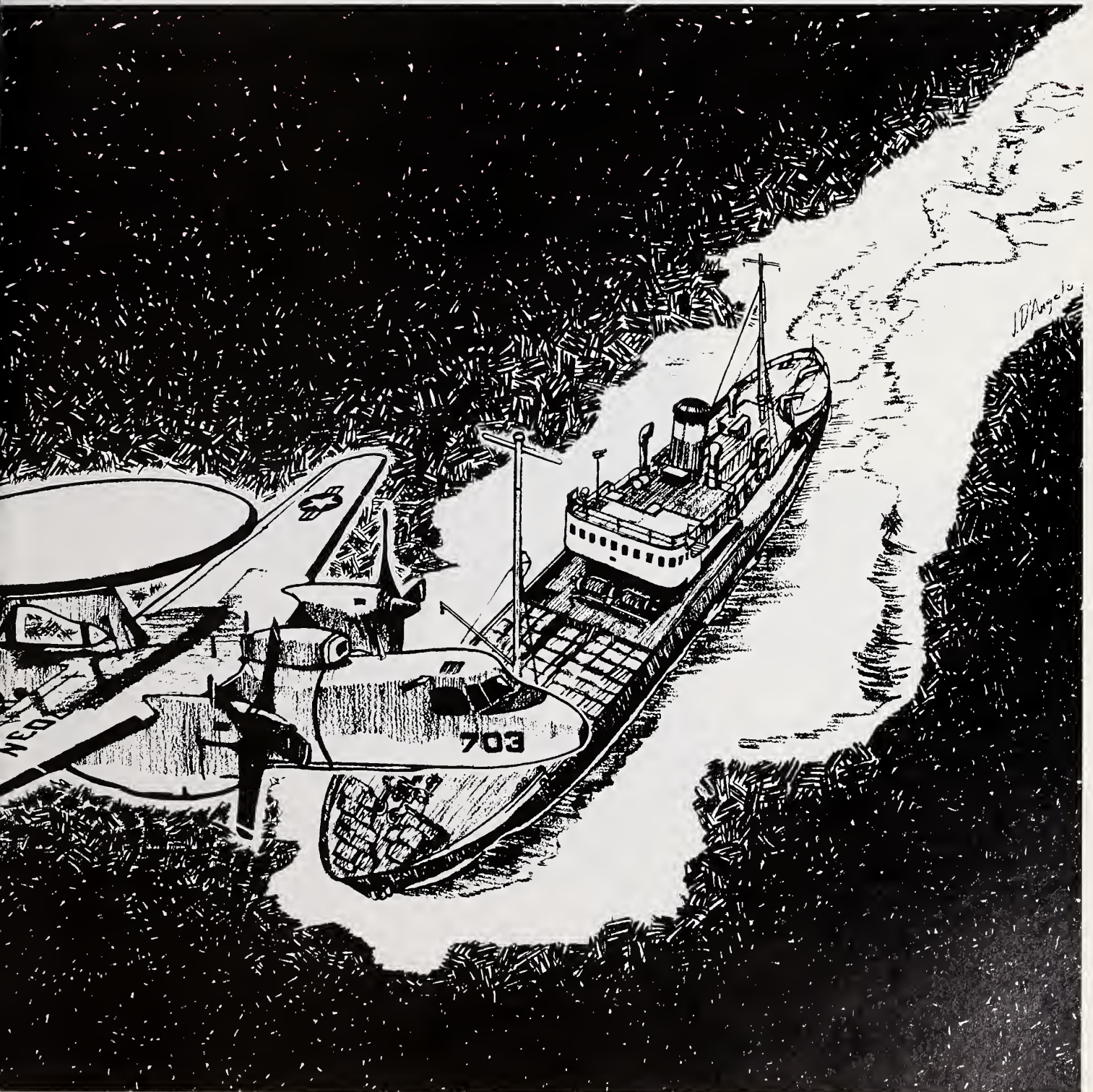
—Story by PH1 Perry E. Thorsvik





# drug interdiction

—Illustration by DM2 J.P. D'Angelo



# Drug interdiction



A Coast Guard surface effect ship (top) glides into Key West. A Coast Guardsman (right) stands ready as team members prepare to board a suspect vessel (opposite page). The 12-inch rubber shark serves as a good luck charm.



# Smuggler's Blues

*Editor's note: Although the Navy is committed to stopping drug smuggling into the United States, its involvement is limited by law. Navy crews cannot board vessels suspected of transporting illicit drugs, but the Coast Guard can.*

It's late afternoon in Key West, Fla. Shadows are long, but it's just as hot as it was at noon. The sun reflects off the deck of USCGC *Shearwater* (WSES 3), one of three surface effect ships used by the Coast Guard to combat drug smuggling.

Crew members from the blue crew, one of four crews that make up the SES division in Key West, scurry about, prepar-



ing to get under way.

Lt.j.g. Bruce Gaudette, blue crew's executive officer, hangs a good luck charm—a foot-long rubber shark—from the overhead of the ship's bridge. On the shark's side are 17 small marks next to a mari-

juana leaf—marks that symbolize the number of drug busts the crew has made since the division's inception in 1982.

The width between piers is 160 feet. The 110-foot *Shearwater* casts off from its pier, spins 180 degrees and heads for the channel. Conventional screws propel the twin-hulled vessel through the water, and lift fans help provide an air cushion under its hull. The result is less drag and the ability to outrun most suspect ships.

*Shearwater's* mission for this patrol is the same as usual: interdict all drug traffic in the area.

Lt. Brent Bosin, blue crew's commanding officer, said they pay particular



# Drug interdiction

attention to their radar. "There isn't much time to determine if the suspect vessel should be stopped, because just about the time you get them on radar, they see you coming. You have to determine what it is, and then either take it or hang back."

*Shearwater* bounces up and down, belching black smoke on its way to the open sea. A small blip on the radar screen becomes the focus of attention for the bridge watch standers. Heading and distance are determined, and *Shearwater* sets course to investigate.

The blip turns out to be a fishing boat. The name of the boat, read through gyro-stabilized binoculars, is checked against a list of suspect vessels known to be operating in the area. The boat is on the list.

Bosin asks the master of the fishing boat some basic questions, then radios in a request for an EPIC (El Paso Intelligence Center) check to determine if the vessel or the master has a history of drug smuggling.

"Bingo," comes the reply. The EPIC check reveals the master has been arrested for drug smuggling.

Bosin decides to board the fishing boat and calls up one of two boarding teams. *Shearwater* crew members take their positions: the cook mounts an M-60 machine gun on the starboard bridge wing, and the engineer positions himself on the bow with an M-16. The deck force prepares the inflatable small boat that will take the boarding crew to the civilian vessel. They are confident they will make a bust.

Members of the boarding team don body armor, sidearms, riot guns, handcuffs, riot helmets and voice-actuated headsets for hands-free communication. They're already wearing topsiders—no sense antagonizing an already irate boat owner by damaging his deck.

All boarding officers are graduates of the Marine Law Enforcement School at Yorktown, Va., and are well-trained in law enforcement techniques.

"We're not commandos though," Boatswain's Mate 2nd Class William Ingram said. "Everything we do is methodical, well thought out. We don't let things



get hairy."

Machinery Technician 1st Class James Evans, the engineering officer, added, "When you're boarding these ships, you have to be forceful, but you can't be jerks."

The four men in the boarding team climb

over the rail into the waiting small boat that speeds them to the suspect vessel. Before going aboard, they circle the boat, looking for anything suspicious. Once on board, they look for telltale signs of drug smuggling.





Clockwise from top left: Lt. Brent Bosin, Shearwater's commanding officer, watches a team board a suspected drug boat. USCGC Shearwater (WSES 3). A team from Shearwater boards a boat.



"Boarding teams are trained to notice things like false decks, fresh paint where a hidden compartment may have been built, or even the smell of diesel fuel, which is used to age the paint and kill the smell of marijuana," Bosin said.

If something like that is noticed, the probable cause factor increases. If probable cause is established, the team can legally go through the boarded vessel with a fine-toothed comb. Probable cause is very important when a drug case gets to court,

and 99 percent of the SES division's drug seizures stand up in court.

"I really believe in the 4th Amendment guarantee that people are entitled to their privacy," Bosin said, "but you still have a job to do. I try to be courteous, because it helps relieve the tension between us and them. Of course, they still think the Coast Guard comes on like gangbusters."

The boarding team finds no drugs on this fishing boat but stays on board to give a safety inspection. Two hours pass before the boarding team returns to *Shearwater*. They are drenched in sweat from wearing the heavy body armor in the tropical heat.

Disappointment shows in their faces as they go to the galley for a drink. In this heat, the ship's ice maker is a more popular form of entertainment than the VCR. Although they did not get a drug seizure on this patrol, another Coast Guard cutter operating in the area later seized a combined 20 tons of marijuana from two fishing boats. And several days after *Shearwater* had boarded the first fishing boat of this patrol, the Florida Marine Patrol seized it and found bales of marijuana on board.

"That's the way it goes sometimes," Bosin said. "It's being in the right place at the right time."

From the beginning of the Vice Presidential Narcotics and Drug Interdiction Task Force in 1982, the Coast Guard's SES division has made 58 drug seizures. They have netted a total of 323,373 pounds of marijuana and 86¼ pounds of cocaine.

"It's like playing cops and robbers out here," Lt. Cmdr. Bob Council, SES division commander, said. "But when they play with us, they lose." □

—Story and photos by  
PHI Perry E. Thorsvik

# Civic action in Costa Rica

Story by Lt.Cmdr. George Farrar



USS Iowa (BB 61) glides through the Atlantic Ocean. Top right: Members of the Cabecar Indian tribe wait for medical and dental treatment. Bottom: Lt. John Harmon coaxes a patient during a dental examination.

Dawn broke over the western Caribbean as two U.S. Army helicopters lifted off from USS *Iowa*'s (BB 61) steel deck. Strapped inside were Navy medical and dental teams on their way to the remote Indian village of Telirebley, Costa Rica—a step back in history.

The one-day trip was part of a larger civic action program that crewmen of *Iowa* had arranged during a recent month-long deployment to waters off Honduras and Costa Rica.

Cmdr. Jackie Briggs, the battleship's senior medical officer, wasn't sure what to expect in the remote valley near Costa Rica's southern border with Panama. "All we really knew was that the Cabecar Indian tribe had been discovered only about 10 years ago and had received its first medical treatments within the past five years.

"We knew what types of tropical diseases and parasites to expect, but had absolutely no idea about the people or their village." As the helicopter descended into the lush green valley, the medical teams found a hastily cleared landing zone beside a larger clearing occupied by a single hut.

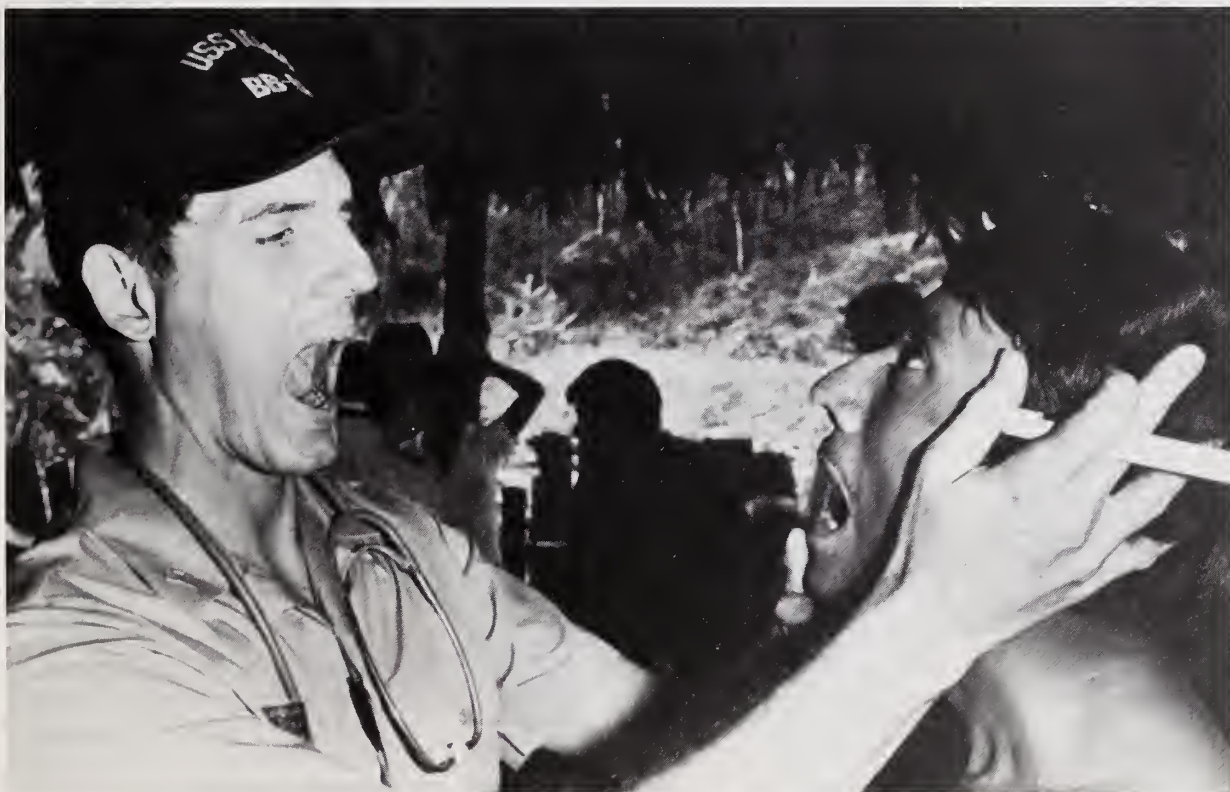
"As we landed, I could see that the thatched roof was part of a communal building next to a cooking area," said Hospital Corpsman 1st Class Frank Johns. "The Indians were near the hut, waiting for us."

The Navy medical people learned later that Cabecar Indians do not live in towns. They live in family groups scattered throughout the mountainous jungle. About 100 tribespeople had walked for two days to reach the clearing.





Photo by Lt Cmdr. Alan Elliott



Two interpreters were used during the visit. One translated the native Indian language to Spanish, the other interpreted Spanish to English.

The tribespeople had vitamin deficiency symptoms, and parasitic skin diseases were seen in almost every member. Children were given inoculations for tetanus and diphtheria and an oral polio vaccine, and the people were given infestation treat-

ments and inoculations. Dental officers and assistants explained dental hygiene methods and extracted teeth.

The natives seemed eager to receive medical treatment, according to Johns. "I gave immunizations and everybody wanted a shot, except for the children. If one man received a shot, the next man in line wanted one also."

Other civic action projects by Iowa sail-

ors included rebuilding two schools and repairing an orphanage in Limon, Costa Rica. In La Ceiba, Honduras, a hospital was refurbished and was supplied with running water, washing machines and dryers, safe electrical wiring and an emergency generator. □

*Farrar is assigned to USS Iowa (BB 61).*



# Bearings

## DAV's 1985 Disabled Veteran of the Year

Armando C. Albarran was recognized as the 1985 Disabled Veteran of the Year by the Disabled American Veterans Association at the national convention held in July at New Orleans.

According to Chad Colley, national commander of Disabled American Veterans, Albarran's selection is based on his dedication and commitment to helping disabled veterans lead lives of dignity and self-respect. "... His efforts to remove obstacles in the work place and ensure full accessibility for disabled veterans on the job has set a national model for enlightened employment practices."

Albarran works for the San Antonio Veterans Administration as a vocational rehabilitation specialist. He provides direct counseling services to disabled veterans and their families, and travels more than 1,000 miles a month in the San Antonio region. He also visits training sites at college campuses to help veterans fill out forms and obtain medical services. He goes wherever his help is needed and stays by veterans' sides as they go through rehabilitation and recovery because it's "friends helping friends."

He also talks to managers of facilities for disabled veterans. "If a facility isn't accessible, I let the management know. I tell them there are many disabled people who would like to use their facility, but can't. By putting it this way, I find the reaction is positive in most cases."

Albarran's philosophy: "Strive do the best with what you have, and life will pay you back in many ways. You have to be involved with life in every way possible in order to be happy."

Albarran, who lost his legs while serving with the Army's 25th Infantry Division in Vietnam, was selected as the 1981 Outstanding Handicapped Federal employee of the Year for the Veterans Administration, and has been recognized by a variety of veterans and civic organizations through the years. ■



## 1985 Ney Award winners announced

Winners of the Capt. Edward F. Ney Memorial Awards program for food service excellence have been named. Judged by Ney inspection teams, the first place winners in the six categories are: Naval Facility Argentina, Canada, small ashore; Naval Station Subic Bay, Republic of the Philippines, large ashore; USS *George Bancroft* (SSBN 643), small afloat; USS *Mahlon S. Tisdale* (FFG 27), medium afloat; USS *Emory S. Land* (AS 39), large afloat; USS *Carl Vinson* (CVN 70), aircraft carrier.

The program promotes excellence in Navy food service by recognizing mess facilities that demonstrate outstanding food

preparation and service and management of the food service operation.

The competition is co-sponsored by the secretary of the Navy and the president of the International Food Service Association. A college-level professional culinary training course will be made available to one mess management specialist from each winning general mess, recognizing individual contributions.

The annual awards were initiated in 1957 in memory of the late Navy Supply Corps captain who served with distinction as head of the subsistence division of the Bureau of Supplies and Accounts during World War II. ■



## Suggestions benefit Navy

The following people received military cash awards and civilian incentive awards for suggestions that have saved the Department of the Navy money, time, manpower and materials.

**Aviation Electrician's Mate 1st Class Ronald E. Bales** of Attack Squadron 22 received \$1,500 for his suggestion to add a circuit breaker to protect the 26-volt instrument panel in *Huey* helicopters against power failure from electrical surges. The change will save the Navy \$27,000 a year.



AD1 Barr

**Aviation Machinist's Mate 1st Class Edward A. Barr** of NAS Lemoore received \$2,500 for devising a testing procedure for F/A-18 fuel cell valves. His idea provided initial savings of more than \$152,000.

**Lt.j.g. Steve J. Bohr**, Recruit Training Center, Great Lakes, Ill., was awarded \$1,000 for his suggestion to modify the weapons racks on amphibious ships to accept the new M16-2A automatic weapons. His idea saved approximately \$10,000 the first year.

**Lt. Leonard C. Francoeur** from Material Tactical Electronic Warfare Wing, Pacific, and **Chief Aviation Ordnanceman Franky L. Jenkins** of Attack Squadron 165 shared a cash award of \$1,977 for collaborating on an adapter to prevent damage to A-6E weapons ejector rack adapter cables during emergency jettison or improper downloading.



TMC Higley

**Chief Torpedoman's Mate (SW) Arlyn J. Higley** received \$2,500 for his suggestion to revise ship alterations for torpedo firing doors on *Spruance*-class ships.



R.P. Koprowski

**Richard P. Koprowski**, a structural engineer at Long Beach Naval Shipyard, Calif., received \$6,826 for his design of a less expensive "carrier spreader" used to dock carriers at safe distances from piers.

**Lt.j.g. Mark F. Morris** from USS *William V. Pratt* (DDG 44) received \$1,263 for his suggestion to attach a single copy of instructions, rather than 50 copies, to the Engineer's Bell Book. The change provided a first-year savings of \$18,000.

**Mary Seaton**, personal property office, NAS Lemoore, Calif., received \$1,000 for her suggestion to collect payment from household goods carriers for delivery of property damaged in transit.



STGC Tracy

**Chief Sonar Technician Merlin L. Tracy** from USS *Cape Cod* (AD 43) received \$3,145 for his suggestion to conduct intermediate level repair of 7,000- and 60,000-pound cargo and service crane control magnetic amplifiers by using local obtainable parts. It would take less time to repair and save more than \$800 per amplifier. First year savings were predicted at \$86,000.

**Lt. Cmdr. Don H. Waylett**, on the staff of Commander, Naval Surface Force Pacific, received \$4,436 for his suggestion of a simpler and cheaper method to change the seals in ALCO diesels in *Newport*-class tank landing ships. ■

# Bearings

## Marines and Ogden sailors aid Filipinos

While on a five-month deployment in the western Pacific with Amphibious Squadron 7, sailors of USS *Ogden* (LPD 5) and Marines of Marine Service Support Group 11 volunteered their time to distribute food, toys and textbooks to area schools during a port visit to Subic Bay, Republic of the Philippines, last spring.

With the help of Filipino health professionals and interpreters in a local community clinic, the volunteers also provided medical and dental care to more than 600 local residents of the industrial zone

of Mariveles, Bataan. The Navy's Project Handclasp and community relations program and the Bataan Export Processing Zone Chapter of the Kiwanis Club supported the project.

Lt. Luther Alexander, *Ogden's* chaplain, said *Ogden's* efforts fulfilled the objectives of Project Handclasp. Alexander said local sponsors invited them back and the volunteers, touched by the friendliness of the people, said they would like to return someday.

*Ogden* returned to its Long Beach, Calif., home port in September. ■



Volunteer HN Cortez Irby checks a patient's pulse and temperature.

## 1985 student science winner

Sixteen-year-old Rachel Somerville from San Diego was named the winner of the 1985 U.S. Navy Ocean Science Award for her exhibit and presentation on "Microfossil Shape Analysis Using Laser Contour Shadowing" at the 36th International Science and Engineering Fair in Shreveport, La., in May.

A student at Gompers Secondary School, Somerville was selected from more than 600 students at ISEF for the three-dimensional approach to the identification of marine microfossils, using a highly focused laser. Rear Adm. J.B. Mooney Jr., chief of naval research, presented the award to Somerville at the ISEF awards ceremony.

The Navy Ocean Science Award was created by Naval Ocean Research and Development Activity to recognize and demonstrate support for young scientific talent, and to encourage students to pursue careers in scientific research.

Somerville received a plaque and cer-

tificate, a \$1,000 scholarship and an all-expense paid trip to England to participate in this summer's London International Youth Science Fortnight.

Somerville graduated in June and will attend Reed College in Portland, Ore., majoring in physics and music. ■



Rachel Somerville is congratulated by Dr. Jim Andrews (right), technical director for Naval Ocean Research and Development Activity, and Cmdr. Randy Coleman (left), NORDA's executive officer.



## Employers visit employees in Naval Reserve

Nearly 100 employers recently learned firsthand what their employees do as naval reservists aboard four Naval Reserve Force ships of Surface Squadron 1 in the Long Beach, Calif., area.

Dubbed Employers Support Day, the program gives employers a chance to see—and even participate in—shipboard evolutions, from the pilot house to the engine rooms to taking part in man overboard and general quarters drills. And on USS *Duncan* (FFG 10), they even saw a simulated missile launch.

Other ships that participated in Employers Support Day were USS *Moctobi* (ATF 105), USS *Racine* (LST 1191), and USS *Lang* (FF 1060). The success of three ships which made similar employer support cruises prompted commander, Surface Squadron 1 to make the cruise an annual event.

For most of the employers, it was their first venture in a Navy ship at sea.

"I'm a former Army man," employer

Paul Trigg said on board *Duncan*. "I came out today because I was interested in seeing what Ernie (Machinery Repairman 2nd Class Ernest Abbot) does."

Employer Richard Holland Jr. on board *Duncan* said, "I had been teasing Lee (Mess Management Specialist 2nd Class Lee Arrington) for years about taking me on board a Navy ship. When he offered me this opportunity, I jumped at it."

Employer Gloria Myers was impressed with her employee, Operations Specialist 1st Class David Gray.

"He loves the work he does on board *Lang*. The dedication that he has for his shipboard duties carries over to his work with us."

Employers saw where the reservists work, eat and sleep. They observed helicopter crash crew training, navigation and piloting and routine watchstanding.

They also ate a Navy lunch with their employees in the enlisted dining facilities and the officer wardrooms.

The employers' visits also included a chance to talk with the active duty commanding officers of the ships, who explained that their crews are made up of approximately 40 percent reservists.

"I depend upon my reservists to main-

tain the combat readiness of this ship. We all must be able to mobilize in 48 hours or less," said Cmdr. Richard Branum, commanding officer of *Duncan*.

"My ultimate goals are the 100 percent attendance and retention of all reservists on board. That's where you, the employer, come in. I need your understanding and your cooperation in making your reservist employees available for duty."

The Selected Reserve coordinators on each ship explained the special demands required of reservists on their ships. They are often expected to leave their civilian jobs on Friday evenings to report directly to their ships. The ships leave port and do not return until Sunday night.

The reserve coordinators also emphasized the benefits of reserve duty to the employers, such as the training provided reservists in technical skills, personnel management and leadership.

At day's end, employer Loren Smets expressed the group's sentiments best when he said, "Being on board today made me aware that Ron (Chief Boatswain's Mate Ron Longo) doesn't go on pleasure cruises one weekend every month." ■

—Story by Lt. Janice Bellucci,  
NRRC 19, San Diego.



Photo by Lt. Janice Bellucci

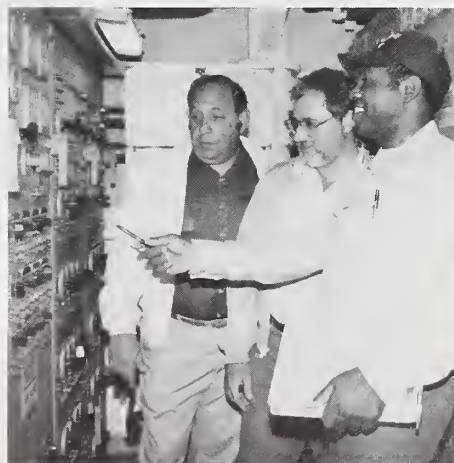


Photo by Ensign Debbie Taylor

Above: IC1 Clifford Mack shows equipment to employers on board *Lang*. Left: Lt. Ron Graves gives a tour of *Duncan*'s helicopter hangar.



# Bearings

## Special Olympics helped by SIMA

Twenty-five sailors from the Shore Intermediate Maintenance Activity, San Diego, volunteered to help with the San Diego Special Olympics held in June for two days. More than 700 athletes from all over Southern California participated in the 15 events.

This year's games marked the end of a year-long program of athletics sponsored by the Association for Retarded Citizens. The volunteer efforts were organized by Lt.j.g. Von Belle and the SIMA athletic office.

The motto of this year's special olympics was "Though I may not always finish first, let me be brave in the attempt."

"When you see the athletes' determination to perform tasks that we take for granted, it's impossible not to get involved," said Electronics Technician 1st Class Jackie Ferguson. "You really feel a part of it all." ■



## Orion aids disease victims

Officers and enlisted crew members from USS *Orion* (AS 18), homeported in La Maddalena, Italy, and members of Submarine Squadron 22 donated 50 pints of blood recently to help victims of the genetic disease Beta Thalassemia.

Lt. Walter F. Watkins, head of *Orion*'s medical department, said the victims of the disease are mainly children in Mediterranean countries. The disease often is detected at the age of two, and the victims

rarely live beyond 30.

Constant blood transfusions are the only treatment for the disease and give those afflicted about 28 extra years of life, according to Watkins. The disease reduces the body's ability to produce blood, and the bones that produce blood become overtaxed, often disfiguring the victim.

The 10 officers and 40 enlisted people who are regular blood donors were pre-screened for anemia, hepatitis, venereal diseases and AIDS. Doctors and nurses from the Association of Voluntary Italian Blood Donors collected the blood to re-supply overtaxed blood banks. ■

## Reservist rescues man from fire

Naval reservist Chief Fire Control Technician Richard Finneman used his Navy training and experience in fire-fighting and damage control rescue last March when he pulled a man from a burning building in Grand Rapids, Mich.

Following an explosion, Finneman entered the building, crawled on the floor to avoid heat and toxic smoke, located and

then dragged a semiconscious man to safety. In serious condition, the man was taken to a hospital in Grand Rapids, where he was treated for burns and smoke inhalation.

An electrician in civilian life, Finneman has been drilling at Naval Reserve Center, Muskegon, Mich., for 17 years. ■

## Port Call: Antalya

The nuclear-powered guided missile cruiser USS *South Carolina* (CGN 37) visited the ancient city of Antalya, Turkey, on the Mediterranean coast recently. *South Carolina* is one of the few nuclear-powered vessels to visit Turkey in 20 years.

The city of Antalya covers an area of more than 22,000 square kilometers, more than 2.5 percent of the Turkish land, and the city's history goes back 2,200 years. The hospitality of the people, along with rich cultural and historical treasures, exotic foods and reasonable prices, made the Antalya port visit memorable.

According to Capt. Kenneth R. Sydow, commanding officer, "Antalya was perhaps our best port yet. The friendly people, along with the great weather, made our visit there a pleasant surprise."

*South Carolina* sailors found Antalya much more modern than was expected,

according to Chief Quartermaster Theodore J. Mozeleski. "The modern and the old architecture in Antalya was impressive. It was really an attractive city."

Interior Communications Electrician 3rd Class Stephen L. Sullivan said, "The prices were great, and so were the people." Perhaps the two most popular items sold in local shops were the wool and silk woven rugs and the meerschaum pipes.

Personnelman 2nd Class Mitchell L. Earles, who collects pipes, said the shopkeepers he dealt with were very helpful and knowledgeable. "I bought one pipe for \$35 that would sell in the states for well over \$200."

After leaving Antalya, *South Carolina* received messages from all the commanders in the European theater and the chief of naval operations complimenting the crew on its performance. Additionally, the American Consulate in Izmir, Turkey, invited the ship to return to Antalya. ■



## Surf's up for milk cartons

A different type of "regatta" highlighted the quarterly gathering of Naval Surface Force, U.S. Atlantic Fleet, at the Naval Amphibious Base, Little Creek, Va., last June—the "boats" were constructed of milk cartons.

The homemade 3- by 5-foot boats had to be constructed from plastic milk cartons smaller than gallon size and wrapped in plastic bags and tape. No boat could have any external propulsion.

Lt. Jace Cunningham from the Naval Amphibious School rowed into first place; Lt.j.g. Marvin Miller and Ensign Mike Elizondo of Naval Amphibious Base tied for second place; and Lt. Paul Nolte of Service Squadron 8 took third place.

Surface force units participating in the regatta were the Naval Amphibious School; the Naval Amphibious Base staff; Service Squadron 8; Destroyer Squadron 26; USS *Connolly* (DD 979); USS *Coontz* (DDG 40); USS *Portland* (LSD 37); USS *Savannah* (AOR 3); and USS *Spiegel Grove* (LSD 32). ■

—Photos by Karen Parkinson  
NAB Norfolk, Va.



The race is on! Clockwise from top: Naval Amphibious Base's "boat" (left) edges out a competitor for Service Squadron 8; A USS *Coontz* (DDG 40) challenger concentrates on his rowing technique; this challenger's boat (center) is afloat, but he isn't; Lt. Jace Cunningham rows to the finish for first place.



# Mail Buoy

## Saint Paul

I thoroughly enjoyed the May 1985 article about USS *Saint Paul* (CA 73). It brought back memories of my first ship, USS *Newport News* (CA 148). However, I must contradict the statement that the *Saint Paul* was the last active all gun cruiser. *Newport News* decommissioned in 1974, having made her last "Gun-line" deployment in 1972. Stricken from the register, she awaits her fate at Philadelphia, along with her two sister ships in mothballs.—ACC(SW) A.K. Northrop

• *It never fails: just when you think you've researched a claim sufficiently to include it in a story, someone blows you out of the water. It just proves again that it's nearly impossible to say anything or anyone was "first," "last" or "only."* Information for the Saint Paul reunion story was obtained from Saint Paul historical documents and the memories of crewmembers. While we're discussing the Saint Paul story, we're very surprised none of our readers noticed the typographical error that moved one of the heavy cruiser's turrets from forward of the superstructure to aft of it.—Ed.

## Special Children

It does my heart good to read the articles regarding special children, their families, research, and diagnosis of their disabilities (June 1985, "Hope for Williams Syndrome Children"). As a "special child" parent, I feel one of our greatest challenges is to share our stories with those who haven't been touched. The world needs a better understanding of the SPECIAL children. I commend you for your continuing education and look forward to future articles.—Dona Bovey

## Readers are Right

The article "Paths to a Commission" on pages 6 and 7 of the June 1985 edition of *All Hands* contains a significant error. The section on the Naval Reserve Officers Training Corps indicates that selectees receive \$100 a month for subsistence and books. Actually the \$100 is for subsistence only. All books, like tuition and fees, are provided at no cost to the selectee. Text books are quite expensive, often more than \$100 per term.—Col. Michael E. Stein, USMC

Referring to the June 1985 issue of *All Hands*: The story on page 45 about USS L.Y. *Spear* (AS 36) incorrectly listed the commanding officer as Cmdr. John E. Spreier. At the time, Capt. J.F. Whelan was in command. At the present time, Capt. L.E. Everman is the commanding officer. Chaplain Spreier was the project coordinator.—Lt. G.P. Fiore, USS L.Y. *Spear* PAO

## A-6 Intruder vs. A-7E Corsair

While I have not worked in the A-7 community as long as most of my shipmates in the community, I have learned to distinguish between an A-6 *Intruder* and the A-7E *Corsair II*. Is there a new airframes change that we in the light attack community don't know about yet?

I am referring to the June 1985 issue of *All Hands* magazine. On pages 27, 28 and the back cover, you have misidentified the A-7E as an A-6 *Intruder*.

C'mon guys, I can see it once, but three times?!

—AQ2 Mark A. Millis,  
VA 22, NAS Lemoore, Calif.

• *You're right. Once could be a typographical error, but three times is an outright mistake. Our apologies to the light attack community and to all our readers. It's through your calls and letters that we are able to correct those mistakes we didn't know had slipped through.*

—Ed.

# Reunions

• **USS LST #273**—Reunion Dec. 4, 1985, New York City. Contact William T. Gourlay, 225 Walker St., N. Babylon, N.Y. 11703; telephone (516) 587-3575.

• **USS Mercy**—Planning a reunion for supply and disbursing crew members from World War II. Contact Jack Woods, Box 1818, Billings, Mont. 59103.

• **USS PCS 1389, World War II**—Reunion Nov. 2-3, 1985, VFW Hall, Deer Park, N.Y. Contact Leonard Tampone, 99 E. 7th St., Deer Park, N.Y. 11729; telephone (516) 667-6184.

• **USS Buxton (CAG 1)**—Possible reunion in 1986, Boston, Mass. Contact George L. Payzant, 9 Christina Ave., Pinehurst, Mass. 01866. Telephone (617) 667-9668.

• **USS L.C.S.L. #111**—Planning a reunion June 1986, Nashville, Tenn. Contact Jack Cox, 621 Millville, N.J. 08332.

• **USS Myrmidon (ARL 16)**—Planning a reunion in 1986. Contact Robert A. Craycroft, Rte#1, Box 61, Macon, Ill. 62544.

• **Torpedo Squadron 8 (CV 8)**—Planning a reunion for all crew members who served from Jan. 1, 1941, to Dec. 15, 1942. Contact Lee Marona, P.O. Box 35845, Phoenix, Ariz. 85069.

• **USS Colonial (LSD 18)**—Planning a reunion. Contact Vernon Kinchen, 2109 Middleton, N. Little Rock, Ark. 72116; telephone (501) 753-9974.

• **USS Kalinin Bay (CVE 68) and VC-3**—Reunion, early April 1986, San Diego, Calif. Contact Theodore H. Gardner, 7 Elmhurst Place, Cincinnati, Ohio 45208.

• **USS Hancock (CV 19/CVA 19)**—Planning a reunion. Contact Chester J. Sampson, 955 Easton Road, Apt. J-121, Warrington, Pa. 18976.

• **USS Henry W. Tucker (DDR 875)**—Planning a reunion. Contact Ron Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

• **USS Emmons Association**—Planning a reunion. Contact Mr. D. Jensen, 87-26 259th St., Floral Park, N.Y. 11001.

• **USS Mitscher (DL 2/DDG 35)**—Planning a reunion. Contact Rodger J. Joye, 6 Standard Court, Gaithersburg, Md. 20877; telephone (301) 977-2639.

• **USS Hyades (AF 28)**—Planning a reunion. Contact Michael Vuono, 317 Glen Oak Drive, Toms River, N.J. 08753. Telephone (201) 270-8356.

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Photo by B J. Benach

Shigeyuki Kondoh, a Shinto priest, conducted a ship blessing ceremony aboard USS Francis Hammond (FF 1067) during a June guest cruise. The priest called upon the spirits of the sea and offered special bounty and prayers for the frigate homeported in Yokosuka, Japan. The priest, of the Tsurugaoka Hachiman shrine in Kamakura, was presented with a ship's plaque by commanding officer Cmdr. Paul Donaldson. This was the first time in Navy history that a Shinto priest has blessed an American warship, according to Donaldson.



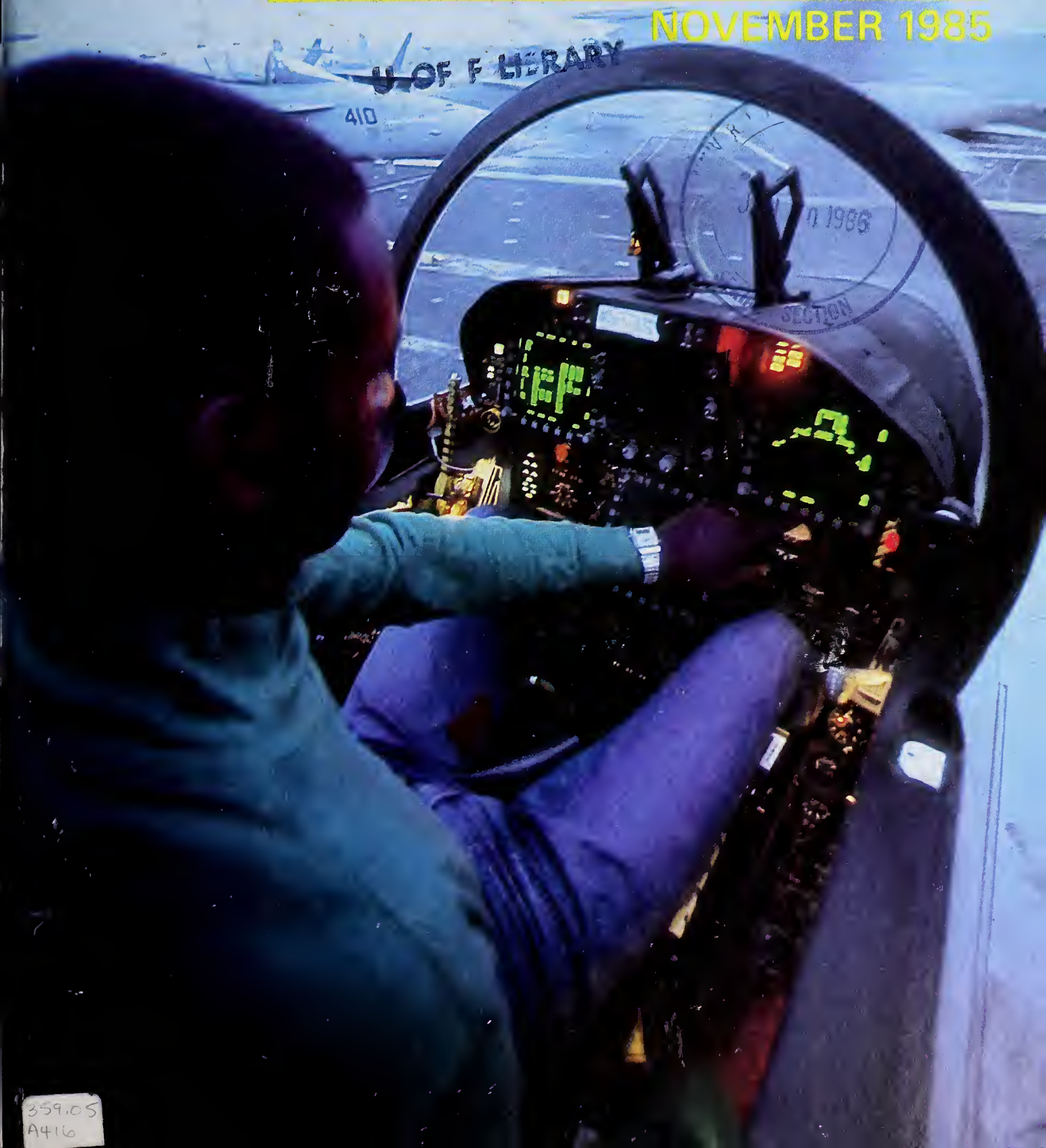
**CISM-Winning internationally • Page 24**



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1985



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EN3 John Prevatte and a civilian counterpart pause in their work to render honors to the American flag during a pierside ceremony in Duluth, Minn. USS Stark (FFG 31) cruised the Great Lakes this summer. See story on page 12. Photo by JOC(SS) Pete Sundberg.





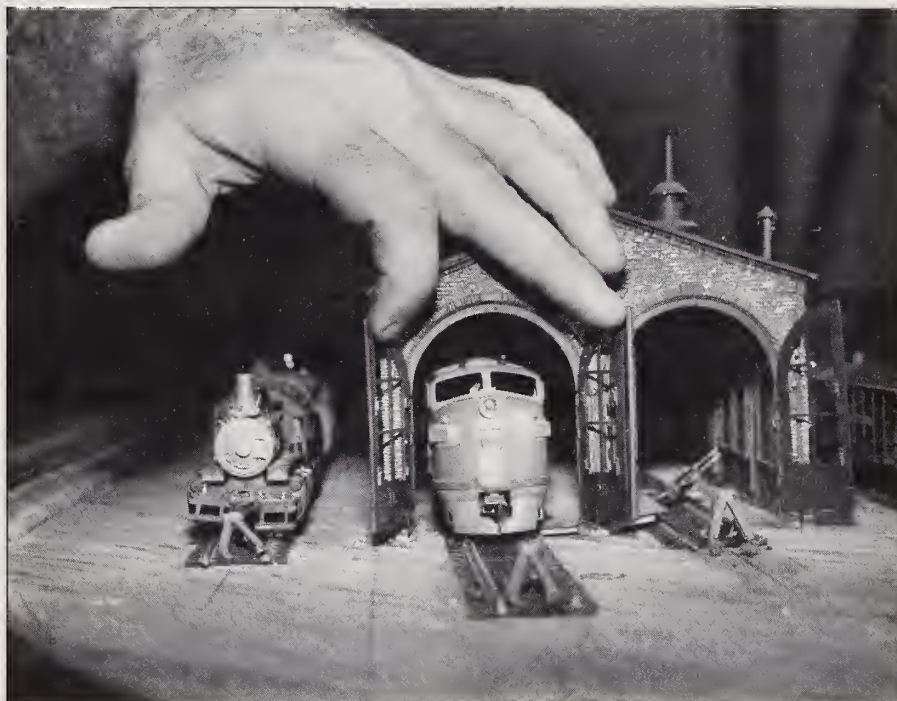
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62nd YEAR OF PUBLICATION

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## Covers

Front: AQAN Baron J. Hamilton checks the cockpit of an F/A-18 *Hornet* on USS *Coral Sea* (CV 43). See related story on page 28. Photo by PH1 Perry E. Thorsvik.

Back: A Marine inspects an F/A-18, *Coral Sea* has two Navy and two Marine fighter/attack squadrons on board. Photo by PH1 Perry E. Thorsvik.

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# Author Beach and his submarines

# From boat driver to writer

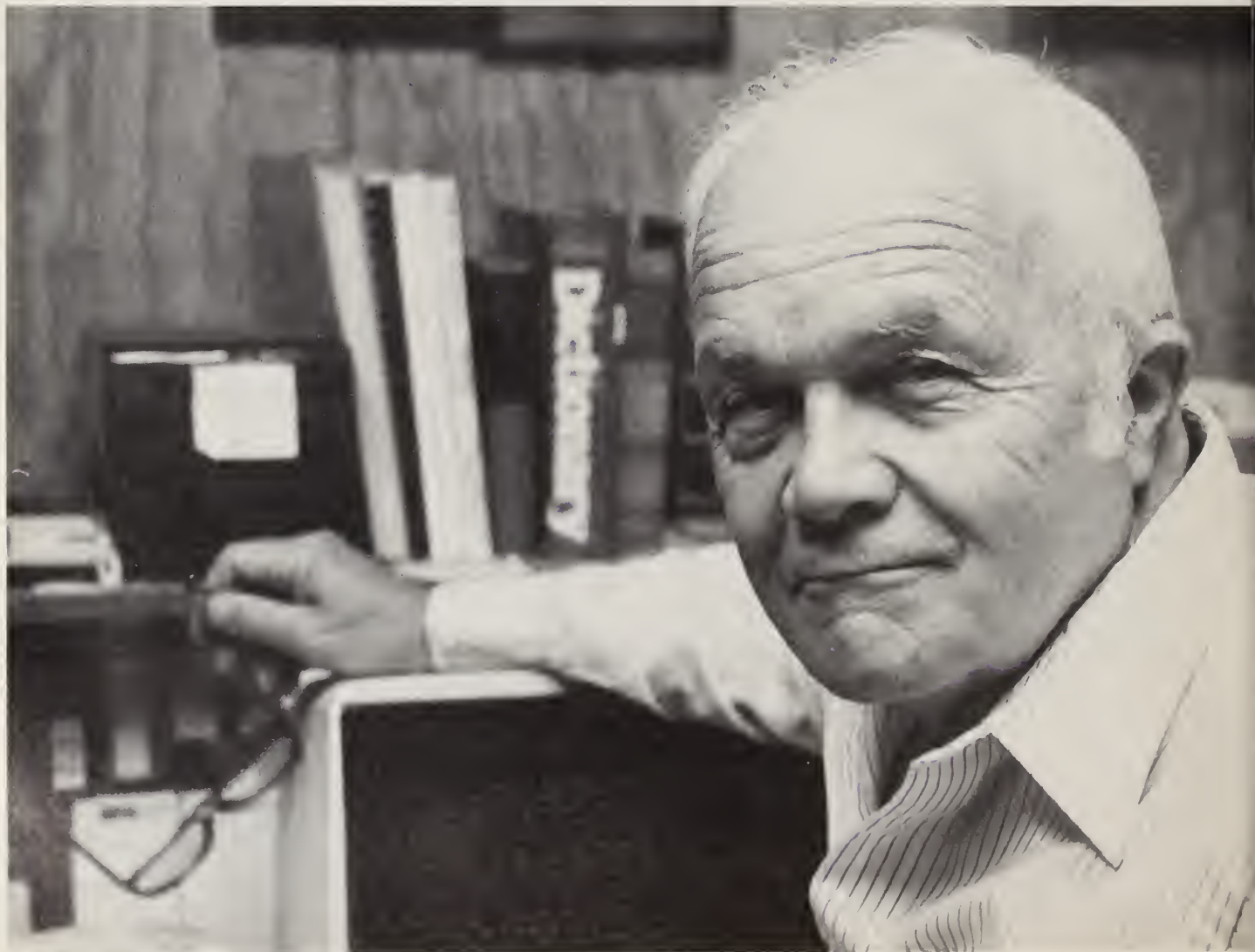
Story by JO2 Timothy J. Christmann

Edward L. Beach, the author of the best-selling 1955 novel “Run Silent, Run Deep,” and commanding officer of the nuclear-powered submarine USS *Triton* (SSRN 586) on the first underwater circumnavigation of the globe in 1960, didn’t even want to go to submarine school.

“I never wanted to serve aboard submarines,” said 67-year-old Beach, a retired U.S. Navy captain. “I didn’t want anything to do with the underwater fleet and was put into it against my will.”

That was in 1941. Beach had graduated second of 581 midshipmen at the U.S.

Naval Academy two years earlier and was on the USS *Lea* (DD 118). Then a message ordered him to submarine school in New London, Conn. He protested. Like many naval officers at that time, he thought surface ships—particularly battleships and cruisers—were where the Navy’s future





lay. Besides, Beach had grown quite fond of his 23-year-old, four-stack destroyer and didn't want to leave it.

Ever since he passed the U.S. Naval Academy entrance examination at 16, Beach had wanted to follow in his father's footsteps. Edward Latimer Beach Sr. became commanding officer of the battleship *New York* (BB 34) in 1918 and impressed upon his son that the place for a young officer was aboard big ships.

Beach idolized his father and longed for the day he would command his own battleship. He feared that orders to submarine duty would alter the Navy career he had planned for himself. But *Lea's* commanding officer, a former submariner, refused to excuse Beach from submarine duty and convinced the young ensign to give submariners a try.

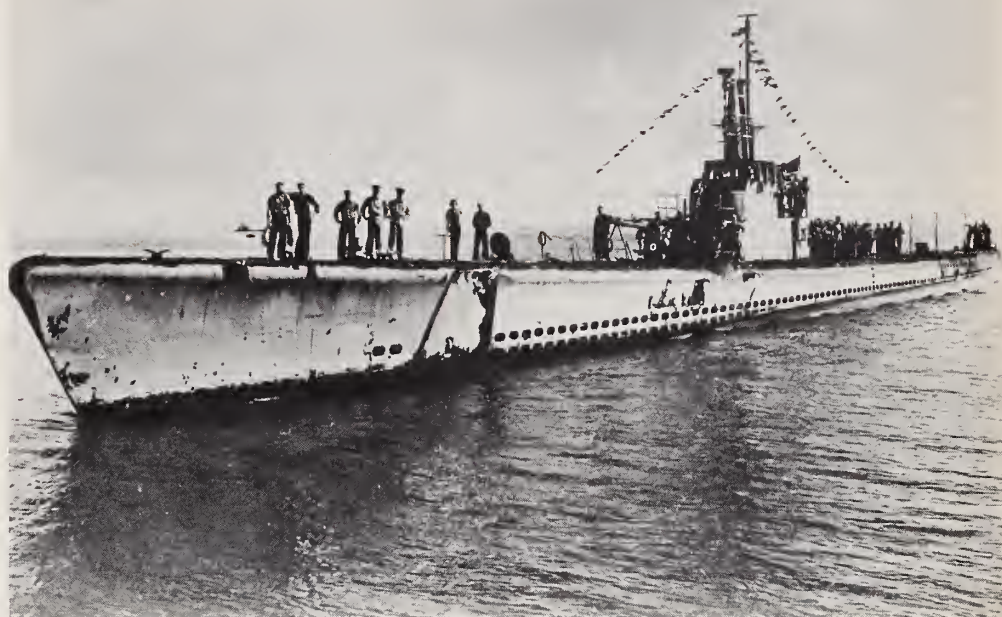
During the three months at submarine school, Beach learned everything he could about the complex, cramped instruments of war. He first passed the stringent physical and psychological training needed to enhance his ability to react under pressure, then he studied engineering, piping and torpedo firing systems. It was a challenge he enjoyed, and he quickly realized that submariners were a unique breed of highly intelligent professionals. Their devotion impressed him.

#### USS *Trigger* (SS 237)

He graduated from submarine school at the head of his class and was ordered to Mare Island, Calif., where his first submarine, USS *Trigger* (SS 237), was under construction. The 311-foot vessel looked no better than an ugly slab of steel, or, if fate was to be unkind, his coffin. When completed months later, *Trigger* was sent to fight the Imperial Japanese navy, and Beach developed an almost humanistic bond with the steely underwater warrior.

"I had a consuming interest in *Trigger*, and at that time she was the most important thing to me," said Beach, who now lives with his wife, Ingrid, in the Georgetown section of Washington, D.C.

**Left: Beach at home in Washington, D.C. Top: The first *Trigger* went down off the southern coast of Japan during World War II.**



"I was her assistant engineer, then engineer, and finally her executive officer. When I left her in 1944, I had been a plankowner longer than anyone—except for one other man. I knew every nut and bolt inside that sub, and I made a lot of her modifications myself."

Beach said that during his tour in *Trigger* there was only one day he wasn't aboard when the sub was in some exotic Pacific port between patrols.

"I wasn't forced to be that way," he said. "It's just that there was nothing else I wanted to spend my time doing. *Trigger* was my ship. We had four skippers while I served in her, but I was always there. In a way, I suppose I became sort of a slave to her rather terrifying presence. But she gave me back far more than she received."

It was aboard *Trigger*, in 1942, that Beach achieved his first kill. The night attack was against a Japanese freighter off Kyushu. Beach was on the bridge with the sub's captain, Lt. Cmdr. Roy Benson, when the freighter was sighted on the horizon. The sub closed in, apparently undetected by the armed enemy vessel, and fired three torpedoes.

"Two were faulty, but one exploded, throwing a flash of white water against the dark hull and the dark sky above," said Beach. "The old ship sank bow first as *Trigger* watched.

"That's when I heard *Trigger* snarl," Beach wrote in his first book "Submarine!" in 1952. "She snarled a message of hatred for all things Japanese, and a warning that this was but the beginning."

Before being sunk in a two-hour attack by enemy ships and planes in 1945 (several months after Beach had left her), *Trigger* sent 27 Japanese vessels to the bottom and received 11 battle stars, the Presidential Unit Citation, and the Navy Unit Commendation.

Beach, who was aboard during most of the sub's battles, said he was surprised that the anxiety he felt before going into combat disappeared when the fighting started.

"Even today I sometimes wonder how I would feel about going into combat again," he remarked. "Early in World War II, I would ask myself if I could stand combat. Did I have the nerve? But then there was so much to do that I forgot these thoughts. All the time, of course, and especially during the middle and latter part of the war, my self-confidence grew, and I discovered all fear had vanished."

Dale Smith, who was a fire control technician aboard *Trigger* during World War II, said Beach's seemingly fearless acts in battle helped bolster the crew's confidence.

"He was a very cool man under fire," said Smith, a resident of Key Biscayne,



# Author Beach

Fla. "We were making a surface attack against an enemy ship that was trying to ram us. Beach was on the bridge by himself, carefully taking aim on the ship before ordering our torpedoes fired. The enemy vessel was so close that when our torpedoes exploded its bow, pieces of the ship rained onto the submarine."

"But Beach knew what he was doing," said Smith. "He was a good officer. We all liked him and listened to him."

There were many times when Beach and the *Trigger* crew had the right to be afraid. In fact, during one combat patrol aboard *Trigger* in 1944, he and his men came so close to death that Beach wonders even today how they survived.

It happened April 8. Beach, manning the periscope, sighted a large convoy of about 45 enemy ships. As the sub prepared to fire, a Japanese escort spotted *Trigger*'s periscope and began shooting at it. Quickly, the sub launched four torpedoes at the convoy and submerged. As *Trigger* dove to 300 feet, the crew recorded hearing all four torpedoes explode. They cheered, but the jubilation was short-lived.

Six enemy escorts circled *Trigger* and dropped depth charges in sequence. "They kept us in the center of the circle," said Beach.

For 17 hours, the vessels dropped nearly 100 depth charges on the sub. The explosions were so near that they sounded like large sledgehammers or wrecking balls being swung against *Trigger*'s hull, Beach said.

Inside the sub, crewmen were knocked off their feet. The lights went out, cork insulation leaped off the bulkheads and carpeted the deck, and the temperature soared above 120 degrees. The intense heat and humidity forced the crew to strip to their underwear. Worst of all, oxygen and battery power were critically low.

"We decided that we would have to surface, man our deck guns, and try to get away at full speed. Luckily, our engines were okay and we were still able to make our top speed," said Beach. "We

told our gunners to aim at the bridges of the nearest enemy ships. None of us thought the maneuver would succeed, but there wasn't anything else we could do. Time was running out."

Luckily for *Trigger*, one of the escorts relaxed in its surveillance, and the sub slipped out of the deadly circle. Two hours later she surfaced miles away, undetected. The beating she endured was one of the worst ever recorded for a submarine. *Trigger* had to rendezvous with another sub and get emergency repair parts so she could remain on patrol. After the patrol, she was sent to San Francisco for major repairs.

"During all my combat experience in World War II, I never saw a submariner panic—even during the worst depth charging," said Beach. He added that submariners couldn't afford to lose their composure. They were in a unique environment where the slightest failure on anyone's part might mean doom for the entire crew.

"The submariner is always aware that an error during underwater operations jeopardizes everyone's life," he wrote in "Submarine!"

"Always present, too, is the realization



Beach in 1945, CO of Piper.

that any slip, any mistake, is unworthy. Because any ship, no matter how modern and fine, is only as good as her crew, the U.S. Navy concentrates on its men as the most important factor affecting overall efficiency. If they lack judgment and initiative, so does the ship. If they lack indomitable spirit, the absolute determination to succeed, so will the inanimate steel. But if they possess these attributes, they and their ship are unbeatable."



A Japanese freighter goes down after being torpedeed by Tirante.



**USS *Tirante* (SS 420)  
and USS *Piper* (SS 409)**

In 1944, Beach became executive officer of USS *Tirante* (SS 420). It was aboard her that he earned the Navy Cross, one of the few submarine executive officers to receive the Navy's second highest award during World War II.

It was 3 a.m., April 14, 1945, at Quelpart Island (Cheju Do), off the south coast of Korea. Beach was at his battle station on the bridge when *Tirante* penetrated the mined and shoal-obstructed waters and, in defiance of enemy surveillance vessels, approached a 40,000-ton Japanese ammunition ship. Beach conned the ship and aimed, while down below Cmdr. George Levick Street III, *Tirante's* commanding officer, made sure all systems were ready to fire torpedoes. When Beach ordered "Fire!", two torpedoes were launched.

They struck the enemy ship, and it exploded with such a blinding glare that *Tirante* was easily illuminated.

Two enemy escorts spotted the sub and made chase. Street and Beach swung *Tirante's* torpedo tubes toward the pursuers and sank both before taking the sub unscathed from the blazing harbor. Street received the Medal of Honor for his sub's performance in the harbor.

"Beach was one of the most outstanding submariners of all time," said Street, now a retired captain. "He was fearless. I was lucky to have him as my X.O."

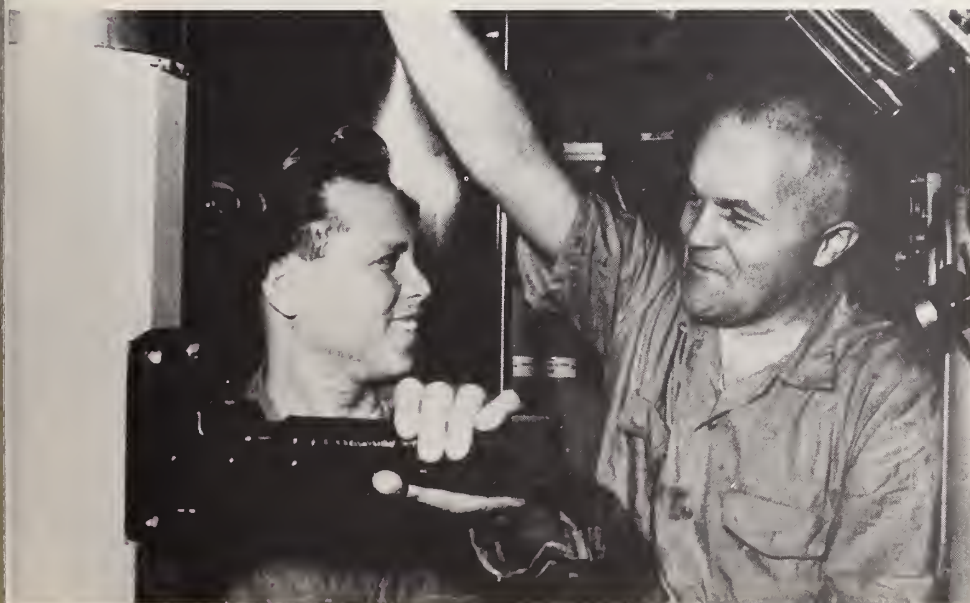
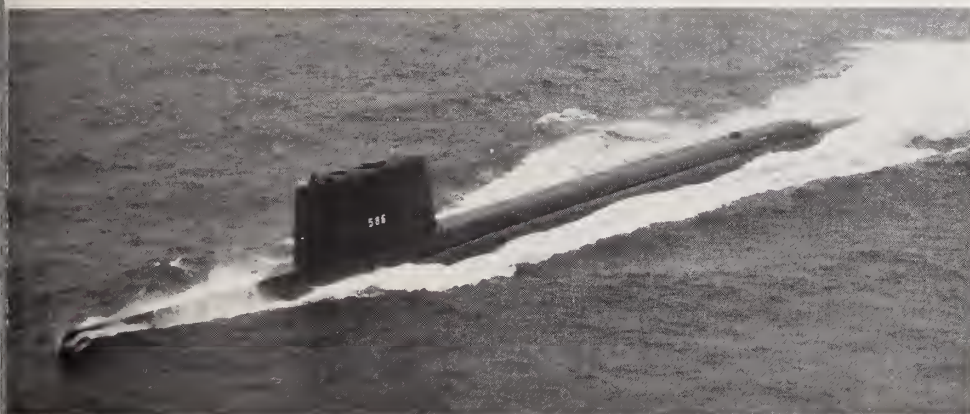
In the closing months of World War II, Beach, then 27, was given command of the USS *Piper* (SS 409) and ordered to the Sea of Japan. Beach's confidence as a submariner was at its peak. He had served under five submarine commanding officers, participated in 12 war patrols and

took part in sinking more than 35 enemy ships. In addition to the Navy Cross, he had been awarded two Silver Stars, two Bronze Stars, and a chestful of commendations citing his bravery and seamanship. He couldn't wait to get to Japan.

But the war was slipping away faster than *Piper* could catch up to it. Before Beach could target a single Japanese ship in his periscope, the sub received word that the war was over.

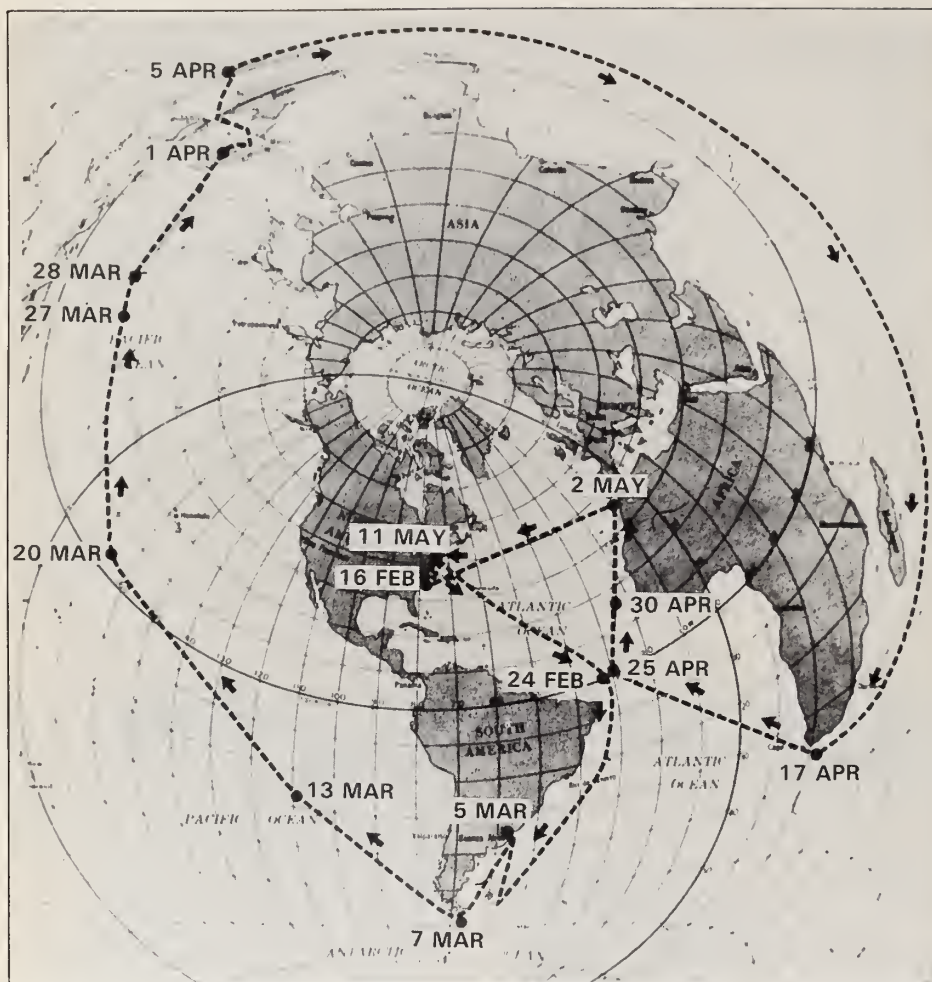
The crew was elated. Beach was despondent.

Instead of laughing and cheering with his men, he went to his cabin and brooded. He thought about the more than 3,500 officers and men who had gone down with 52 American submarines and wondered how it was that he, a man who had seen more combat than most submariners, had eluded death. In particular, he thought



Top left: Triton was the first nuclear-powered submarine to sail submerged around the world. Left: Beach and one of his Triton crewmen during an 84-day deployment. Above: Beach tells his Triton crew that they will be circumnavigating the world.





Left: Triton's circumnavigation route. Above: Beach on the Triton bridge after the submarine's historic cruise.

about the crew of *Trigger* who had gone down with the boat four months earlier.

"I was so depressed that on the way back home I caught a fever and had to turn command over to my executive officer for a couple days," said Beach. "I had never been sick during the whole war, and, looking back, I really think . . . I was suffering a psychological reaction after all the combat tension."

During *Piper's* return voyage to New London, Beach wrote an article about the experiences he and the *Trigger* crew had. He felt he owed it to the fallen crew and submarine to tell the heroic story.

"It (the article) was a memorial," he remarked. "I wrote it in longhand aboard *Piper*, and when I was ordered to Washington, D.C., for a tour of duty at the end of the year, I sent it to the Navy for clearance. The Navy sent it to *Bluebook* magazine."

The story was Beach's first serious writ-

ing attempt and was published by *Bluebook*. At Beach's request, the publisher sent a copy to the next of kin of each *Trigger* sailor.

That was the beginning of a writing career that, by 1985, would have numerous published articles in *Esquire*, *National Geographic*, *Saturday Evening Post*, U.S. Naval Institute's *Proceedings*, and *Argosy*. In addition, Beach wrote eight books, including "Run Silent, Run Deep" (1955), its sequels "Dust on the Sea" (1972) and "Cold is the Sea" (1978), and non-fiction works "Submarine!" (1952), "Around the World Submerged" (1962), "The Wreck of the Memphis" (1966), and "Keepers of the Sea" (1982). He is now working on a history of the U.S. Navy which is due for publication this year.

## "Run Silent, Run Deep"

"Run Silent, Run Deep" was made into the 1958 United Artists' film starring two

of the best-known actors at the time, Clark Gable and Burt Lancaster. Beach feels the movie was a deviation of the more authentic original story. The film's lack of believability irritated him more than anything, because all of Beach's works of fiction involved situations which either did happen or could have happened.

"They are all a reflection of fact," he said, adding that many of the action scenes used in the novel, and its sequels, actually occurred aboard *Trigger*, *Tirante*, or other submarines he knew well.

"The movie maker never submitted the script (to me) for comments, and there were many illogical things depicted that were unfair to the Navy and the men in it," he said.

Beach said the film slipped in a few tired cliché scenes, like an enlisted man punching an officer in the nose.

"Movie scriptwriters must think that happens all the time, but it doesn't," said Beach. "I was in the Navy for 31 years, and I never saw anything like that, nor have I known anyone who has."

## USS Triton (SSRN 586)

"Submarine!" was a collection of articles published in *Bluebook* magazine in which Beach wrote about his experiences as an officer aboard the diesel-powered



submarines *Trigger*, *Tirante*, and *Piper*. "Around the World Submerged" described Beach's experience as commanding officer of the nuclear-powered submarine *Triton* in 1960.

*Triton*, 447 feet long and displacing 7,750 tons, was the largest submarine built at that time. On Feb. 16, 1960, she submerged off Groton, Conn., and after cruising submerged for 84 days (36,000 miles), surfaced off Rehobeth, Del., May 10. The globe-girdling cruise, the first of its kind, demonstrated the great submerged endurance and sustained high speed of the first generation of nuclear-powered submarines. Moreover, the submarine followed a course close to the one sailed by Magellan in 1519-22 and collected important oceanographic data which earlier subs were unable to get.

Beach considers the *Triton* voyage his best contribution to the Navy.

"I don't think I would have given *Triton* up for anything," he said. "Not even to become an admiral."

After the historic journey, President Dwight D. Eisenhower presented Beach



the Legion of Merit. The submariner had served as naval aide to the President from 1953 to 1957.

"He was a great guy," Beach said of the President. "I really loved him."

Before taking command of *Triton*, Beach commanded the submarine USS *Amberjack* (SS 522) from 1948-49 and the newly built USS *Trigger* (SS 564) from

1951-53. He also skippered the 30,000-ton oiler USS *Salmonie* (AO 26) from 1957-58.

To qualify for his *Triton* command, Beach went to Idaho Falls, Idaho, to learn Adm. Hyman Rickover's Mark I, the famous prototype of the nuclear propulsion plant used aboard the Navy's first nuclear-powered submarine, USS *Nautilus* (SSN 571). The Mark I was to be shut down and serviced seven weeks after Beach arrived at the school. Rather than postpone his training, he sandwiched the three-month course load into six weeks.

"I went to school at seven in the morning and worked till midnight—sometimes even into the early hours of the morning," he said.

Beach learned everything there was to learn about the Mark I. He took the 14-hour final examination and left Idaho Falls 15 pounds lighter but "superlatively confident in how a nuclear power plant operates."

"Rickover was great on training," Beach said. "As a consequence of this, I made a couple of important operational decisions aboard *Triton* that had a direct bearing on her successful completion of the trip around the world. I knew exactly what I was doing. The intense training really paid off."

After his *Triton* tour, Beach commanded Submarine Squadron 8 from 1961-62, and ended his naval career at the Navy Department, Washington, D.C., in 1966.

Beach is planning a third sequel to "Run Silent, Run Deep", but said he wouldn't hesitate abandoning his word processor to command one of the Navy's modern submarines.

"All I would want is the latest training. The rest would come easy. Like riding a bicycle, I know I haven't forgotten how." □

*Christmann is assigned to Naval Aviation News, Washington Navy Yard, Washington, D.C.*



**Left:** Beach is hoisted aboard a helicopter bound for the White House and a meeting with President Dwight D. Eisenhower. **Top:** Beach as naval aide to President Eisenhower.







# A world of model railroading

Story and photos by PH2 Ted Salois

In a room at the NAS Lemoore, Calif., craft hobby shop is a miniature world of people, buildings, cars and trains. It's a world of intricate craftsmanship, a world run by adults—a world of model railroading.

"I've been in model railroading for more

than 20 years," said Machinery Repairman 1st Class Bob Brooks, vice president of the station's newly-formed model railroading club. "I started in high school, and I knew I'd stick with it for a long time when I loaded my first track and ran the train around in circles."

The club's railroad setup is far from basic. Built at HO scale—one foot equals

**Left: MR1 Bob Brooks (left), AT1 Dan Raitz (center), and AQ1 Rich Landon stand amid the club's model railroad system. Below: Raitz works the controls of a model train.**





87 feet—detailed street scenes create realism for the one-room world.

A window washer hangs outside a hotel's fourth floor. On the second floor, customers are served. A street cleaner sweeps past a print shop with a "Gee, I wish I were a man, I'd join the Navy" poster on the back wall. All occupied rooms are lighted.

Detailed as it is, the small town that adds life to the club's model railways is a compromise. "We're trying to make all the scenery for the 1955 era, which is at the end of steam and the beginning of diesel locomotives," said Aviation Electronics Technician 1st Class Dan Raitz, the club's secretary/treasurer. "Some people like steam and others like diesel. This way, everybody can operate (their trains) together."

Local communities were used as models for the club's miniature town, according to Brooks. "It's like Lemoore or Hanford, where most of the buildings were built

before 1955. Yet, modern diesels are run through there."

There are model railroaders who will go to any expense to detail a train or scenery, according to Brooks.

Raitz said, "I know guys who will spend \$1,000 on just one engine, and there are guys who will build an engine from scratch."

But members don't have to spend a lot of money for a train of their own. Some of the trains at the club belong to individual members and will be taken when the members transfer; other trains have been donated, so there always will be trains to use at the club, according to Raitz.

The 20-member Lemoore railroading club is a mixture of interests that culminate into building the town: "Some people just like to work with scenery, some like to do root work—the construction, and some people like the electronics part of model railroading," said Raitz. "And some people just like to run trains."

Why?

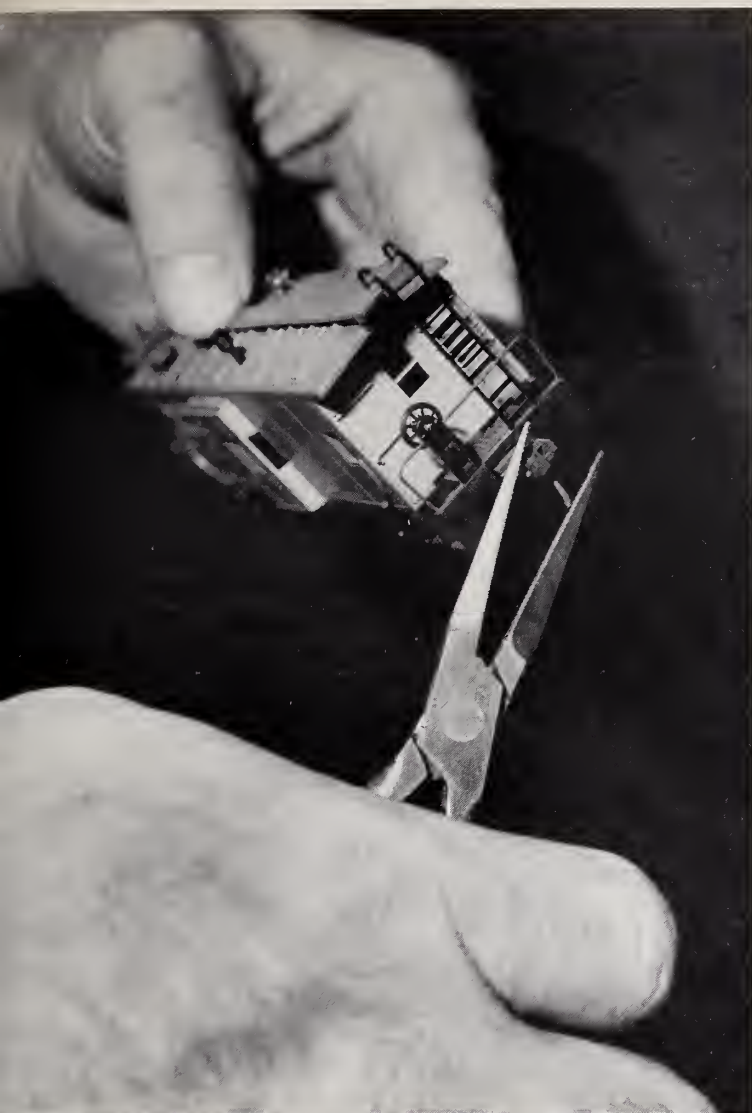
Brooks said it's hard to describe. "It's a feeling like when you go rail fanning (watching trains) and you see all that awesome power. You say, 'Gee, I wish I was in the cab of that locomotive pulling that train from here to there.' Well, this is the way I can do it and get almost the same feeling—because I'm in control."

Nationally, there are slightly less than 25,000 official model railroaders—as of July 1985, according to the National Model Railroading Association magazine, *NMRA Bulletin*. This year was the association's 50th anniversary, according to Raitz, and the annual convention was in Milwaukee, Wis.

Brooks said the railroading conventions keep model railroaders up to date with clinics on how to build scenery, detail and repower engines, and handle photography.

"Most cities have model railroad clubs, but few bases do. There are a lot of model



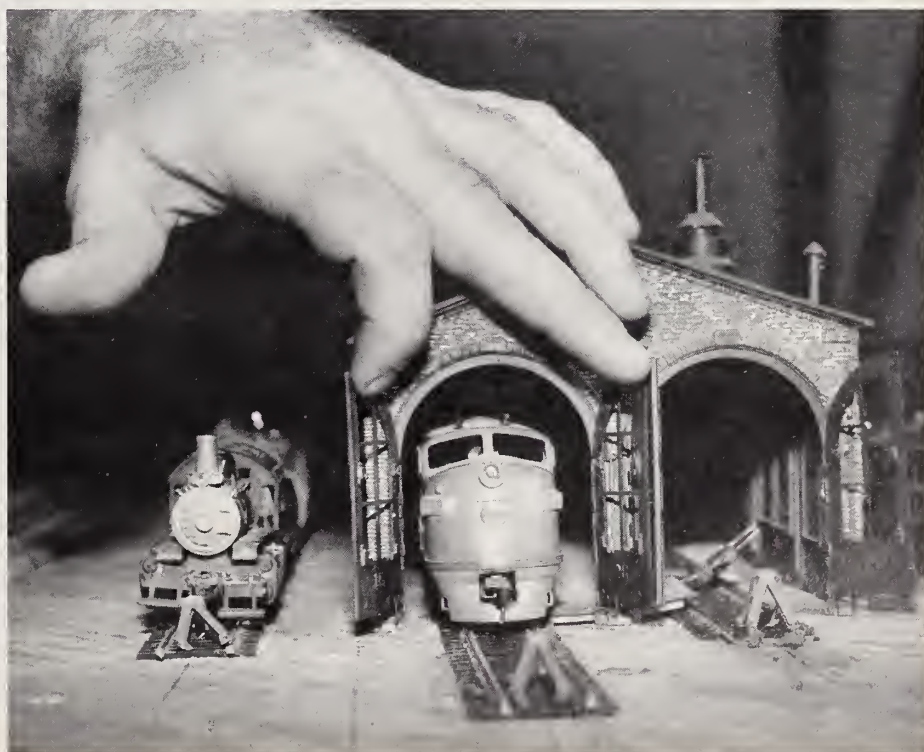


railroaders in the Navy, but many of them are loners, so you don't hear much from them. Being in the service is really tough because you transfer every few years, so it's difficult to get (the train system) set up at home," Brooks said. "A club is the ideal place for service members because they can have a place to work on scenery, wiring, operations, or whatever."

And what about model railroading being kid's stuff? As Brooks put it, "People like photography, painting, horseback riding, hiking. Model railroading is just like any hobby"—one that involves intricate craftsmanship. □

*Salois is the staff photojournalist for the Golden Eagle, NAS Lemoore, Calif.*

**Landon is one of the model railroad track gang whose attention to details makes model railroading more an art than a hobby.**



# Stark cruises the Great Lakes

Story by Lt.Cmdr. Roosevelt Wright Jr.  
Photos by JOC(SS) Peter D. Sundberg







USS *Stark* (FFG 31) hosted more than 100,000 visitors when it made port calls to nine U.S. and six Canadian cities during the eighth annual Great Lakes Cruise this summer.

The *Perry*-class guided missile frigate left its Mayport, Fla., homeport in June to visit Chicago, Ill.; St. Ignace, Mich.; Duluth, Minn.; Buffalo, Odensburg and Oswego, N.Y.; Cleveland, Ohio; Erie, Pa.; and Milwaukee, Wis. Canadian cities visited during the nearly three-month cruise

**Left:** *Stark* is welcomed to Buffalo, N.Y.  
**Top:** A special skyline, liberty and Fourth of July festivities awaited *Stark* crewmen in Chicago. Above: The U.S. Navy Balloon Team dropped in on *Stark* at Duluth, Minn.



# Stark

were Montreal, Windsor, Thunder Bay, Port Colborne, Toronto and Quebec City.

U.S. and Canadian citizens who normally aren't exposed to the Navy got a close look at shipboard working and living spaces, equipment and technology, while *Stark* sailors gave Navy recruiting a boost and gained navigational experience in restricted channels and waterways. During port calls, the ship's crew hosted receptions and luncheons for city officials, civic leaders, teachers and school officials.

In Montreal, *Stark* crewmen helped the Canadian Armed Forces, established in

1968, celebrate its anniversary with receptions at the Frederick Remington Art Museum, baseball games with local radio stations and visits to 18th century landmarks. At Windsor, near Detroit, the ship participated in the International Freedom Festival, which featured a car show depicting automotive history, hydroplane boat races, the largest fireworks display in North America and carnivals.

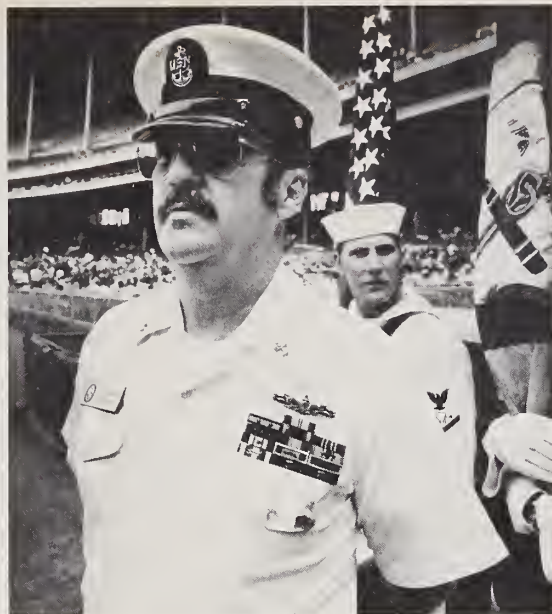
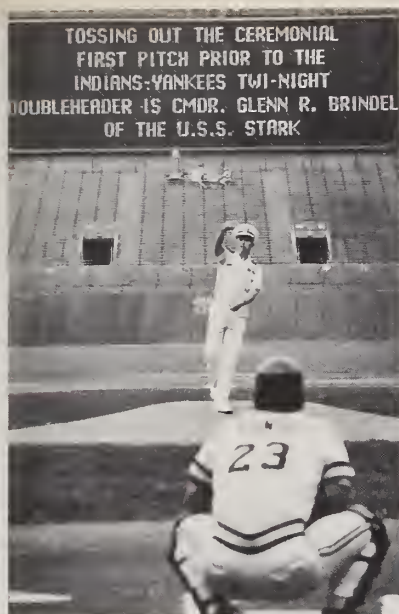
Docking at the famous Navy Pier in Chicago, the ship was a backdrop for Fourth of July activities and "The Taste of Chicago" festivities in Grant Park be-

fore taking 100 Sea Cadets, Navy League officials, Navy Delayed Entry Program recruits, Boy and Girl Scouts and media representatives aboard for a cruise to Milwaukee. WTMJ-AM radio personality Gus Gnorski broadcasted live from *Stark's* 0-2 level, and the Milwaukee post office honored the ship's visit with a special postal cancellation.

While in Cleveland, *Stark* sailors visited the Brown's football training camp and attended an Indians' baseball party. Cmdr. Glenn Brindel, ship's commanding officer threw out the first pitch of a double







Far left: Cmdr. Glenn R. Brindel, Stark commanding officer, throws the first pitch of a game between the Cleveland Indians and New York Yankees at Cleveland. Left: HMC R.F. Ernisse heads Stark's honor guard at the game. Bottom left: Stark passes under the world's largest aerial lift bridge at Duluth. Below: A linehandler is ready to moor Stark in Milwaukee.





# Stark

header between the Indians and the New York Yankees.

In Erie, WXKC-FM "Classy 100" radio reported that "USS *Stark* has been deemed a Classy naval vessel and that each and every one of her crew members has been designated as a 'Classy Seaman'." Oswego honored the ship with Navy Night at a local autorace track and a softball doubleheader was played between *Stark* sailors and the city's Women's All Stars and the Men's All Stars. Navy won over the women's team, but lost to the men's All Stars.

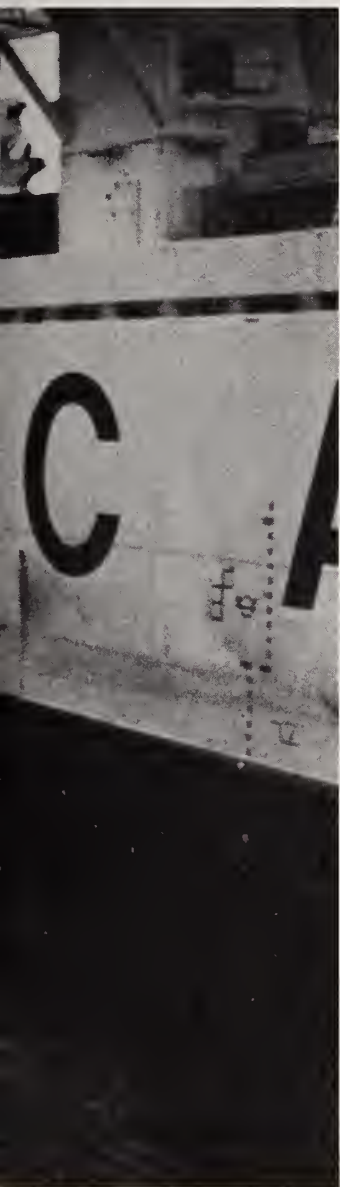
Visitors honored during the cruise included Ms. Marilyn McKay of Solon

Spring, Wis., the ship's 50,000th visitor; Ms. Helen Nobak, whose son is stationed aboard USS *South Carolina* (CGN 37), 75,000th visitor; and Ms. Rosemary Ingersoll, 100,000th visitor. Ms. Jerine Stark Peterson, grand niece of the ship's namesake, boarded at Duluth, and retired Chief Yeoman S.A. Zimmermank, who was chief yeoman for Adm. Stark from 1942-46, boarded at Erie. Each received a *Stark* ballcap, jacket and color photograph. □

*Wright is assigned to NRD Buffalo, N.Y.; Sundberg is a photojournalist with FltAVCom-Lant, Norfolk, Va.*







Top left: SK1 H. Woods talks about the warship during a tour in Windsor, Ontario. Top right: HT2 Rob Hollis takes a break during transit of the Welland Canal en route to Toronto, Canada. Left: Stark passes a merchant ship in the canal. Above: Canadian school girls watch the U.S. frigate pass.

# The Navy Ceremonial Guard

Story and photos by  
JOC(SW) Fred J. Klinkenberger Jr.

They are graveside in Arlington National Cemetery. The 28-year-old widow, six months pregnant, cries on the sailor's shoulder. A boatswain's mate first class, he has just handed her the flag from her husband's casket.

Taps have been sounded. A child, who had maintained his composure, suddenly bursts into tears and clutches the casket, crying, "DADDY! DADDY!"

It is the most solemn event in which the U.S. Navy Ceremonial Guard participates: a full honors military funeral for a service member killed on active duty. Members of the funeral detail practice day in and day out to hone the procedures to exactness.

Even for them, though, there is no practice for emotions. Any guard member may have done scores of funerals, but each cannot help but feel the anguish of the family of a fallen sailor. Outwardly, the guard member performs with precision; inwardly, he cries softly with the bereaved family.

"We don't show it, but the emotion is there. At a funeral when you're next to the family, and you hear the crying, you

have the sentiments to go with it," Boatswain's Mate 1st Class Michael Good, Navy Ceremonial Guard leading petty officer, said.

"You can't help but feel the emotions . . . those are our people, our Americans.

Once you see someone like yourself, your age, strong bold men, break down in tears, you think about it."

Military funerals are but one of myriad responsibilities for the Navy Ceremonial Guard, based at the Headquarters, Naval



Navy Ceremonial Guard discipline is seen at any ceremony.







# Ceremonial Guard

District, Washington, Anacostia. For the 140 enlisted men and three officers who make up the guard, the rigors of boot camp and officer candidate school pale in comparison. There is no slack for the guard—either one is perfect in appearance, military bearing and attitude, or one is out. It is that simple.

Lt. Jon B. Balsley, officer in charge, stated emphatically that the guard will be undermanned before it accepts less than perfect sailors.

Just how stringent are the entry requirements? For starters, a potential member could be denied acceptance even if the only blemish on his or her past is traffic violations. Individuals with even the most minor involvement with drugs, and those with other police "rap sheets," are definitely out of the running.

"We have a quota here. We like to keep it right around 140 men, and if we have a problem sailor, we'll go undermanned if he's not fulfilling his military duties," Good said.

Most guard sailors are "recruited" in boot camp. A team from Washington, D.C., periodically travels to Navy recruit training commands with an audiovisual presentation. During one such outing re-

cently, the appetites of more than 1,400 sailors were whetted, resulting in an equal number of applicants. Five were accepted. All guardsmen—officers, chiefs and first class petty officers—are extensively screened before they're accepted from the fleet.

An untarnished civilian background and pristine military record are not expected; they are demanded. This is because each member of the guard must get a special White House security clearance, which provides access to the White House where the guard often takes part in ceremonies for the President and visiting heads of state.

The guard came into being 54 years ago—1931—to serve the ceremonial needs of the President of the United States. Even today, White House requirements supersede all others.

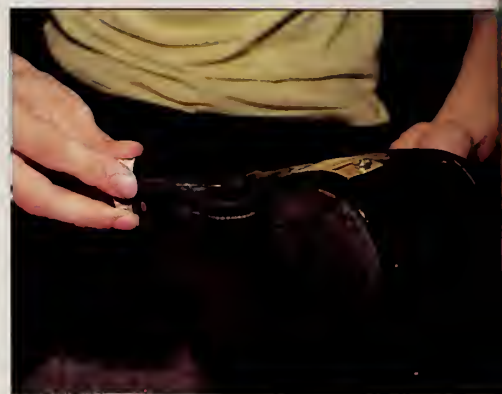
There are five platoons: three are comprised of sailors who perform the duties of color guard, firing party, casket bearers, cordons, and other general ceremonial duties; one platoon consists of the drill team; and the fifth platoon is the training platoon.

Each newcomer to the guard spends several weeks in the training platoon, which could be perceived by an outsider

as boot camp all over—with a few added twists. Everything, from how to smartly click the metal-heeled shoes to shining every little groove in dress medals, is perfected.

While in the training platoon, sailors learn to perform all the ceremonies in which the guard participates. No member specializes in any one set of events. Real caskets are used during the training for funeral details. And there are seemingly endless hours of marching and close order drill—rain or shine—on the parking lot outside guard headquarters.

Just as guard members practice in all types of weather, so do they perform in all weather conditions. It can be hot and







Spit 'n polish 'n practice—it all makes up a major part of a ceremonial guardman's life.



# Ceremonial Guard

muggy or damp and cold, but each guard must condition himself to maintain his bearing and precision. There is no running for shelter from a downpour, or seeking shade from a blistering sun.

If a guard should pass out from heat, standbys in the vicinity will assist him or her from the scene. While shipmates render aid, another member fills the gap.

The guard's daily routine begins with early quarters—including formation and dungaree inspection—on the grinder. Locker inspections insure each member has the required complement of uniforms and brassware. This is followed by drills, or—in the case of a scheduled ceremony—one or two hours of polishing brassware and shining shoes.

If there is an event that day, the group shows up on location at least an hour beforehand to scout the area and make sure everything is in place and each member of the performing detail knows his place in the ceremony.

"We're the specialists at this. We show up early in case there's any difficulty with the ceremony. If someone is missing, or an item is missing or it's not intact, we can correct it. Sometimes, depending on the size of the ceremony, we'll be there a day before, to make sure everything is perfect," Good said.

Some ceremonies requiring travel mean rising at "zero dark thirty."

During a recent full honors ceremony for the chiefs of naval operations from the United States and several South American countries, the guard mustered at 4 a.m. and traveled to Norfolk. There, they practiced all day until the event took place that evening. When it was over, they rode the bus back to Anacostia and arrived late that night.

For rendering honors to visiting Indian President Rajiv Gandhi recently, the guard mustered at 8 a.m. and went to the White House at 9 for the 10 a.m. ceremony. At 11 a.m., duties completed, the team returned to Anacostia for field day and a couple hours of liberty. Afternoon muster was at 4:30 so the men could prepare for the Navy's Wednesday evening summer pageant, in which the guard regularly participates.

Not all taskings are as somber as a funeral, or as rigid as a formation at a change of command ceremony. The guard is in eight-section duty, and during duty days a member stands gate watches at one of two Washington, D.C., area Navy installations.

Some events offer guardsmen a chance to literally rub elbows with political and military officials. During this year's presidential inauguration, guardsmen were chosen as ushers for the President and other government officials. Some ceremonies offer unique situations usually not seen in the fleet. At a flag officer's retirement, where captains are sideboys, one of the guard's boatswain's mates may pipe the retiring admiral over the side.

Men of the ceremonial guard often go through five to six sets of dress whites in a single day, depending on the number of ceremonies they are involved in. Even when dress blues are worn, two or three changes of uniform may be required—just to maintain a crisp, immaculate appearance at all times, despite the time or place of the event. Because they require so many changes of uniforms, guardsmen soon will

get an additional monthly clothing allowance for uniform upkeep.

One challenge facing a guardsman who reports from boot camp is choosing a rating and preparing for advancement without in-rate experience or "A" school. Many of the sailors choose a specialty and simply study as many rate-related Navy correspondence courses as they can. They then look to future transfers to the fleet for their practical experience.

Because guard duty demands such exemplary military bearing and knowledge of protocol, guardsmen need not take the advancement exam for promotion to E-3. They can be advanced once they meet the other requirements.

The few who make petty officer without fleet experience in their ratings are somewhat apprehensive about going to the fleet. But most agree that what they might lack in rating knowledge will be overshadowed by the self-discipline and bearing they learned during their two- or three-year tours with the ceremonial guard.

However, to ensure that those who make petty officer while in the ceremonial guard can be accountable for the safety of other people in a shipboard environment, they often are sent for further training in their rating.

"Those individuals are usually sent to "A" school, or sometimes "C" school so they're all pumped with knowledge when they go to the fleet. They're essentially ready to go to work," Good said.

When a member finally reaches the end of a tour, he can reflect upon the primary factor for his success. After the countless cans of brass polish, after the countless bottles of black ceremonial edge polish, after the countless drills on the grinder, after hundreds of uniform changes, each departing member knows what really makes a tour with the Navy Ceremonial Guard rewarding.

It is *esprit de corps*. That's why they are the President's own. That is why they are the best the Navy offers. That's why perfection is demanded. □



Klinkenberger is assigned to the Navy Public Affairs Center, Norfolk, Va.



# From marathons to MiG chasing

It's a far cry from the canyons of Wall Street to the flight deck of an aircraft carrier, but Tom Stewart takes the transition in stride.

Stewart lives a life that would make Walter Mitty blush: senior associate at a blue-chip investment banking firm on weekdays and flight officer of an all-weather attack bomber on weekends; running in the New York Marathon on one day, chasing MiGs around the North Arabian Sea on another.

At 34, Stewart is one of a growing breed that could be called "dual achievers", men and women who bring adventure and excitement into their lives through the pursuit, in their spare time, of the unusual and the extraordinary.

His particular pursuit is enemy targets—in a Grumman A-6E *Intruder* all-weather attack bomber. As a flight officer attached to Naval Reserve Squadron VF-0686 at Oceana, Va., he gets plenty of practice: 24 weekends and a 14- to 21-day active duty training period every year.

Stewart, a lieutenant commander, has served in the Atlantic and Pacific Fleets, operating off the decks of the carriers USS *Eisenhower* (CVN 69), USS *Independence* (CV 62), USS *America* (CV 66), USS *Enterprise* (CVN 65), USS *Constellation* (CV 64), USS *Coral Sea* (CV 43) and USS *Ranger* (CV 61).

And in 1979 and 1980 he served as a U.S. military observer, assigned in the Middle East to the United Nations to su-

pervise the truce, cease-fire and disengagements between Israel, Egypt, Syria, Lebanon and the Palestine Liberation Organization.

Last winter he became the first Reserve pilot to fly with a deployed active duty aircraft carrier squadron, Attack Squadron 176 aboard *Independence*. He joined the flight crew on station in the North Arabian Sea for maneuvers and flight operations, filling a gap and testing the "One Navy" concept of merging Fleet and Reserve personnel at critical times.

"I received a red carpet welcome—before scrambling to intercept a land-based Russian aircraft that was flying too close to the carrier battle group," Stewart said.

Capt. J.E. Hurston, the squadron's commanding officer, said, "My only regret is that he couldn't stay longer."

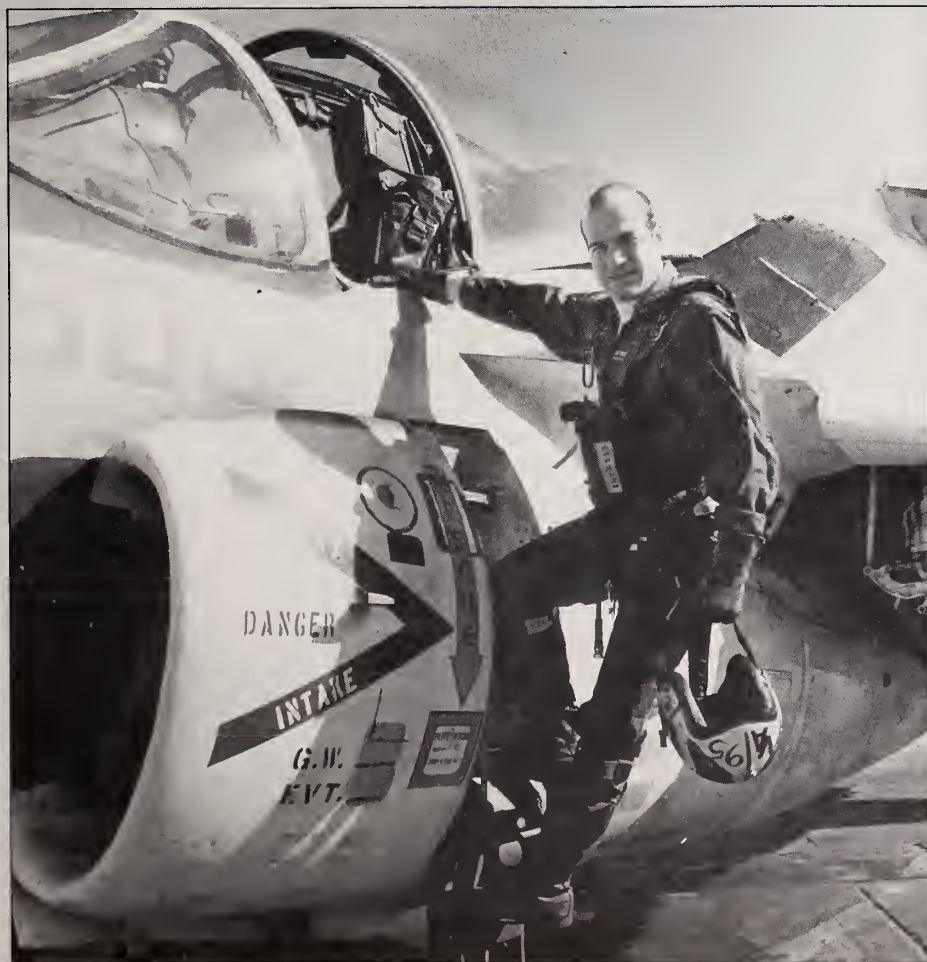
Being constantly ready and instantly able to fly with the fleet is what the Navy calls being "horizontally integrated" and is a goal the Navy strives for in all its components. Stewart became the first Reserve flight officer to so qualify.

In fact, the Reserves are playing a greater role in the expansion to a 600-ship Navy than most people realize. Today they operate their own destroyers and frigates and provide all logistical air support for the active duty fleets.

Like Stewart, many of the men and women who leave active duty want to keep their Navy skills and proficiencies, and the Reserve Force is a way of doing just that.

When Stewart joined his banking firm, according to Robert Baldwin, chairman of the company and a former Navy officer, he asked what would happen if he were recalled to active duty in an emergency. "We'd be proud of you," Baldwin replied.

The 600-ship Navy will eventually have 15 air wings to go with the 15 carrier battle groups planned by 1990. The Navy Reserve—and thousands of "Walter Mittys" like Tom Stewart—are expected to make up that 15th wing. □







# Testing military medicine in the Amazon

Photos by PH3 Joan Zopf

"Medicine in the Tropics" is an on-the-job, hands-on course that means field experience for medical team members and professional health care for people who otherwise would have none.

Natives living in the Amazon River Basin received such care recently when

medical teams from the Naval School of Health Sciences Detachment in Panama went into the Peruvian jungle for their field training. The teams visited villages scattered along Amazonian tributaries and treated nearly 2,300 inhabitants.

In addition to Navy physician special-

ists, participants in the Peru trip included members of the 142nd Medical Battalion, 193rd Army Infantry Brigade, the Army Dental Activity based in Panama, and Peruvian medical teams.

The course begins with classroom instruction and lectures on infectious dis-



Left: Teniente Primero Carlos Vidal Ore discusses a medical case with two U.S. Navy doctors. Above: On the road to the village of Amgamos.



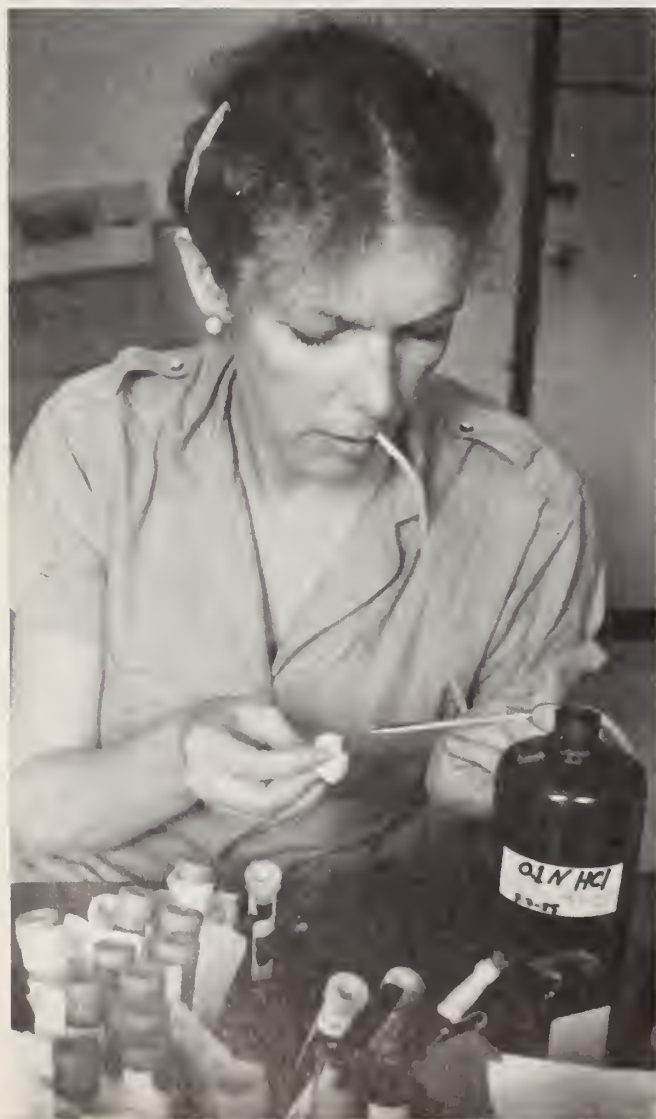
# Amazon

eases unique to tropical areas; laboratory sessions teach practical aspects of making diagnoses of such diseases. Individuals then get training in jungle survival techniques, followed by medical field experience.

"The field experience gives the doctors the opportunity to make diagnoses and then treat the patients," said Cmdr. Steve Wignall, officer in charge of the detachment.

Besides medical treatment, inhabitants received medical and food supplies, clothing and hand tools through the Navy's Project Handclasp program. □

*Zopf is a photojournalist assigned to FltAVComLant, Norfolk.*







Clockwise from below: Lt. Dan S. Albrecht, stationed at Camp Courtney in Okinawa, Japan, examines a woman; Lt. Cmdr. Paul Farrell, a pediatrician, looks over an infant; Elizabeth Donegan, a pathologist from the University of California, San Francisco, runs blood tests; veterinarians from the 142nd Medical Battalion, 193rd Army Infantry Brigade, check village pets; dental examinations were part of the villagers' treatments; children patiently awaited their turns.

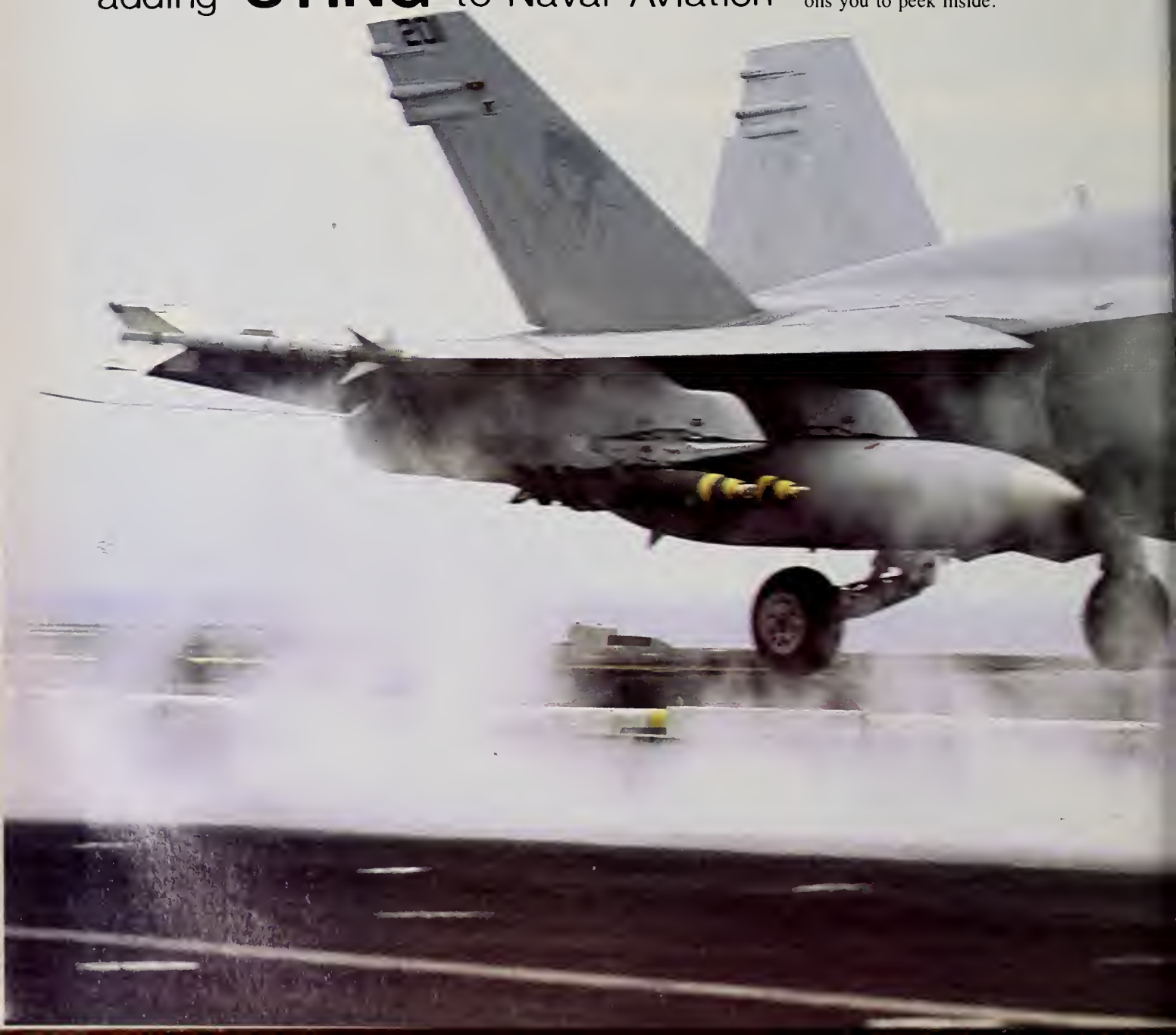


# F/A-18 HORNET

adding **STING** to Naval Aviation

AT SEA ABOARD USS CORAL SEA (CV 43)—With engines at rest, wingtips folded skyward and sleek frames chained fast to the flight deck, 18 of the Navy's most sophisticated tactical aircraft take a day off from pre-deployment flight operations. Aviation Fire Control Technician Airman Baron J. Hamilton connects a cable to a portal on the side of one aircraft, and its electrical system comes to life. Slowly, the cockpit canopy opens.

Sensing your curiosity, Hamilton beckons you to peek inside.









"The F-14 used to be the big thing, but now the F/A-18 is out, and it's state of the art," he says as your eyes race over the mind-boggling array of colored lights, cathode ray tubes and computer generated displays. The smile on his face lets you know that he is proud to work with the aircraft that represents the future of naval aviation.

When F/A-18 *Hornets* joined the fleet, Navy and Marine Corps pilots began to wield a more powerful sting. The multipurpose strike fighters are powered by two 16,000-pound thrust engines and can carry more than 19,000 pounds of armaments and fuel.

The *Hornets* are designed to replace the F-4 *Phantom* and A-7 *Corsair* in fighter escort and light attack roles. According to pilots and technicians aboard *Coral Sea*, the first Atlantic Fleet aircraft carrier to receive F/A-18s, the *Hornet* is more than up to the job.

"The F/A-18 offers us a degree of flexibility we've never had before," says Capt. John A. Lockard, veteran pilot and *Coral Sea's* executive officer. With the plane's ability to shift from fighter to attack roles, battle group commanders can match the demands of a situation.

As fighters, F/A-18 armament includes two *Sparrow* missiles, two *Sidewinder* missiles, a 20mm cannon, plus an option for up to six missiles. They out perform F-4s in acceleration, turn rate, excess power and fighter escort range.

As attack aircraft, F/A-18s are equipped with infrared and laser camera pods, and can carry guided or conventional bombs, cluster weapons and rockets, and *Sidewinders*. Even with this powerful offensive punch, *Hornets* maintain the maneuverability and performance of fighters.

The strategic beauty of F/A-18s is that the change from fighter to attack aircraft, and vice versa, takes less than an hour. This makes F/A-18 *Hornets* truly versatile.

"One of the most frustrating things about the airplane is that it is so capable. To optimize it for the different types of missions really takes a lot of thought and pre-flight planning," says Cmdr. J.B. Nathman, squadron commander of VFA132. "We always find ourselves

learning something new about the airplane and how to employ it more effectively."

*Coral Sea* has two Navy and two Marine Corps F/A-18 squadrons aboard. Nathman's squadron is split about evenly between fighter and attack pilots. The blend of expertise from each specialty creates a melting pot of knowledge to which pilots contribute and withdraw information. Most find flying F/A-18s an exhilarating experience.

The single seaters use digital technology to provide pilots with more usable information than the F-4 and A-7 cockpits combined.

The F/A-18s primary flight instrument is the head-up display. Vital flight and target information is projected on clear glass in the pilot's forward field of view. The display covers a 20-degree area and presents primary flight information—air speed, vertical speed, altitude, heading, Mach number, G-force and heading to destination. Combat information is presented as target designators, bomb fall lines, search circles, lock-on, range and release cues and weapons counts. The pilot can maintain constant visual contact with his target, making it easier to position the plane for accurate weapons firing.

Most additional information is displayed on three cathode ray tubes, all within easy reach of the pilot. With all combat critical controls on either the stick or the throttle, cockpit activity is held to a minimum, which maximizes combat efficiency.

You might think such a technically advanced aircraft would be difficult to master, but some say F/A-18s virtually fly themselves.

"We have five 'nuggets'—pilots right out of the training command who have no mission experience—and they're just as good as anyone else in the airplane. That says a lot for the airplane itself," says Nathman.

Pilots aren't the only ones affected by the F/A-18s' presence in the fleet. *Coral Sea* had to revamp its aircraft intermediate maintenance department to handle the

plane's sophisticated repair requirements. Scores of technicians returned to school to learn the *Hornet's* digital electronics system. At one point the ship had 50 technical representatives aboard to help with the transition. But no one is complaining.

"F/A-18s have been a maintenance man's dream, and the crew has been really excited about working on them," says Chief Aviation Electronics Technician George McCormick, branch chief of *Coral Sea's* avionics shop 1. "The guys in this program are getting as close to state of the art as they are going to get."

The aircraft's single point maintenance monitor panels allow technicians to quickly find and isolate faults. The same panels indicate when vital fluids like engine oil, hydraulics and radar coolant need servicing. This eliminates the need for individual checks of each system. *Hornet's* 268 access doors permit quick removal and replacement of equipment—engines can be replaced in 20 minutes.

No matter how technically advanced an aircraft is, survivability in combat is still the bottom line. The F/A-18's relatively small size—56 feet long, 15 feet high, with a 40-foot wingspan—coupled with excellent maneuverability, internal electronic countermeasures, smokeless engines and sophisticated radar, make them difficult targets for would-be enemies. In addition to their high performance, which should limit enemy hits, F/A-18s have back-up features for electrical, hydraulic, flight control and fuel systems.

The aircraft has impressive credentials, but there are a few critics who think the F/A-18 is just another expensive Pentagon toy. The Navy, however, plans to buy 1,200 F/A-18 *Hornets* for the fleet by the 1990s. And that's just fine with the people who will fly them.

"It can defend itself and it can deliver ordnance, which is the best of both worlds," says Lt. Mark Fox, a VFA132 pilot. "There are still some skeptics, and we have to prove the airplane to the world. I think the airplane is up to the task, and I think we are, too." □

—Story by J01(SW) E. Foster-Simeon  
—Photos by PH1 Perry E. Thorsvik





The F/A-18 at work: A Marine pilot prepares for flight (opposite page); VFA 132 mechanics (left) work on a Hornet engine and Marines (below) work on a tailhook; cleaning the wing; a final approach to Coral Sea.



# If he had listened to

When I told my Uncle Ralph, a former Army man, that I had joined the Navy, his first tip on military life was: "never volunteer for anything." Since then, however, volunteering has found a spot—although a precarious one—on my list of things to do. I've just never gotten around to doing it.

One minute I'm charged up and ready to become a "Big Brother" or to help kids from the ghetto improve their reading skills. The next minute, I'm listing reasons why I can't: "It's too big of a commitment; I'm not qualified; or it will take up too much of my personal time."

There are too many people, like me, who never seem to convert good intentions into actions. Fortunately, Machinist's Mate 1st Class Curtis Royal isn't one of them.

Royal, who is stationed aboard the submarine tender USS *Hunley* (AS 31) in Holy Loch, Scotland, is the current Armed Services YMCA National Military Volunteer Leader of the Year.

When the YMCA near his duty station needed someone to build sets for Children's Theater and work with the teenage boys in the group, Royal was there with several co-workers to lend a hand. When teenagers in the Youth Business Association wanted to work and couldn't because they didn't have transportation, there was Royal taking them and their equipment to job sites. And when the YMCA needed someone to host its Family Day program, Royal was there to welcome newly-arrived families to the area. In all, he contributed more than 200 off-duty hours last year to volunteer work in his community.

When you ask people like Royal why they volunteer, their knee-jerk response is something like: "because I love working with kids." That's true in Royal's case, too, but it's not the whole story.

Royal grew up in the low- to middle-income Oak Cliff section of Dallas where he played varsity football and baseball and



competed in track and field. At 6-foot-1 and 218 pounds, he is the kind of person you would want on your side in a brawl. But his strapping frame belies his gentleness.

When happy, Royal sports a broad smile accented by a gold tooth, and his hearty laugh infects everyone within earshot. When thoughtful or nervous, he fidgets

with his large working-man's hands, folding and unfolding them in his lap. He thinks long and hard before speaking and is careful to control the volume of his booming baritone voice. His personality is best described as easy-going.

Royal first started doing volunteer work while stationed in Beeville, Texas, during the late 1970s. His wife, Debbie, worked



# my Uncle Ralph...

with the Girl Scouts, and he helped out whenever he could. By the time he transferred to Scotland, volunteering was in his blood. His reason for working with teenagers is rooted in concern for his own family.

"I can see my (10-year-old) daughter, Starr, at that age," says Royal, "and to be honest, if I was out to sea, I would want a strong community figure to come around and to talk to her and encourage her—any little thing that could keep her out of trouble. There is nothing worse than seeing a kid with nothing to do and no one to look to. I believe that's when the trouble starts, when a teenager has no vision."

Royal's rationale is based on personal experience. When he was a teenager, many of Royal's high school friends were keeping late hours, experimenting with drugs, and urging him to join them. His refusal strained their relationships, and their roads eventually split. He went on to join the Navy at age 19. Most of his friends went on to jail or to the cemetery. The memory of that experience motivates Royal to work with teenagers. He knows they will inevitably face similar decisions.

"The peer pressure was so great at the time that it was hard to be different. You were really looked down on if you didn't do what everyone else did," recalls Royal. "To me that's a big strain on a teenager, when all of his friends are saying 'Come on, let's go do this,' or 'Come on, let's do that'—things he knows are totally against what his parents would want—and he has to say 'No, that's not me.'"

According to Royal, decisions like those come a lot easier if a teenager has an older friend to turn to for help or advice. His parents, teachers and coaches taught him the values that kept him on the right track, but he says a lot more is needed today.

"We're busy. We're a busy people, and we really never slow down and take the time to give our youth proper care and

attention," says Royal. "I think this (giving time to youth) is what we need more of in America now, and I'm terribly serious about that. You can drill into a kid how important it is to have an education or to strive to be the very best, but a lot of times they will reject you and you have to try something different. A lot of times you have to lead them to these values instead of pushing them."

To lead, you have to be involved. That theory worked when Royal and his wife, Debbie, became involved in a Holy Loch rollerskating program. The program was in a shambles. There were fights between Scottish and American youths, and it seemed like a hopeless situation.

Within three months Royal befriended the ringleader of the Scottish youths and turned the situation around. Now, the skating program is a source of enjoyment for everyone. Royal is the first to admit, however, that he can't solve every prob-

lem. It's something a volunteer has to accept.

"Any time you have a one-on-one relationship with teenagers, and you talk to them and you get to know them, you're going to draw closer to them. You'll have a soft heart for kids when you see them going through the things that all teenagers go through, and you know the only thing you can do is offer them advice," says Royal. "Your heart goes out because from your experience you can see things down the line that they can't, but you can only tell them so much. The rest you have to let them experience because they will never really benefit unless they face some of the small heartaches in life."

A little friendly advice from someone a teenager can trust is all it takes to keep some kids on the right path. Royal says that it doesn't take a lot of qualifications to make a good volunteer, but it does take time. That doesn't present a problem for him since his wife—youth director at the local Navy morale, welfare and recreation office—is also actively involved in community activities and volunteer work.

"Every now and then in my Navy career I've been challenged by shipmates who can't understand why I don't go out with the guys. They find it strange when I say that I don't have time, or that I'm busy," says Royal. "Well, I'm a family man. I like to go home from work and be with my family. If my family is involved in a community activity, then I go home and go out and work with them. It's great getting to work with Debbie, and it's good for our family relationship."

Royal's family isn't the only one that benefits from his volunteer work. It means a lot to other families in the area to know that someone like Royal is there for their children.

Thank goodness he never met my Uncle Ralph. □

—Story by JOI(SW) E. Foster-Simeon

—Photos by PH1 Perry E. Thorsvik



# A little spice to the game

Story and photos by  
PH2 Alexander C. Hicks Jr.



Royal Thai sailors and Marines added a little spice to what could have been ordinary sports events for 7th Fleet sailors and Marines, and soccer and tug of war took on a new flavor for the American teams.

"First we did the tug of war our way, an equal number of people on each side, sitting down, trying to pull each other across a point," said Marine Cpl. Charles Bader Jr. "We knew that power and endurance were on our side. We won with

little effort."

But soon Bader and the other "Devil Dogs" found out what Thai tug of war meant.

"The Thais play tug of war standing, with men sitting on their shoulders," Bader said. "When we saw that, we knew we were in trouble."

Thai-style tug of war depends on balance, not power. The U.S. Marines' fate in the second contest was predictable.

"We lost," Bader said. "They have an





U.S. sailors and Marines lost their soccer game against Thai sailors and Marines, and U.S. Marine muscle power couldn't compare to Thai balance in tug-of-war.

incredible sense of balance. Our muscle power didn't work. But the point of the contest was not to see who was better; it was to have fun."

Action on the soccer field was fast and physical, and the Thais won, 4-2.

"They play a totally different style of soccer than we do," said a USS *Peleliu* (LHA 5) sailor. "They play a quicker game and control the ball better than we do. Our team was playing physically and using teamwork. We could not keep up with their

pace. With their experience and quickness, they bolted past us and scored."

Marine Cpl. Curtis Wolbert summed up the day: "We were not competing, we were trying to have fun. I think we all came out winners."

U.S. sailors and Marines were in Thailand as part of 7th Fleet forces involved in exercise *Cobra Gold '85*. □

*Hicks is assigned to 7th FltPARep, Subic Bay, R.P.*







# Don't feed the BEAR

*It was just another Saturday night. The sailor sat at the bar and finished another beer, taking care not to spill any on his uniform. A man sat down beside him. There was nothing particularly unusual about the man: average age, average height, normal clothing.*

*The man turned to the sailor. "In the Navy, eh? Great. Where are you assigned?"*

*"I'm on the USS Everyship," the sailor said.*

*"How do you like it?"*

*"Not bad. It's great to get off for a while, though."*

*"Let me buy you a drink. It's no fun to drink alone."*

*"Thanks, I appreciate that. Say, your accent is interesting. Where are you from?"*

*"I live around here."*

*"No, I mean where are you from originally?"*

*"Oh, I'm on the staff at the Soviet embassy. By the way, I've been trying to get a coffee mug with the U.S. Navy insignia on it, and I haven't been able to find any in the stores around here. I understand they sell them at the exchange. If I give you the money, could you get a mug for me? It's for my son. He's a collector."*

*"Well, sure, I guess. No problem."*

*"Great. Now, what are we drinking?"*

*The man, Oleg, bought the sailor several drinks that night, and they parted amicably, agreeing to meet the next weekend at the same bar. On this occasion, the sailor gave Oleg the coffee mug. Oleg was very enthusiastic.*

*"This is great! Exactly what I wanted—let me buy you another drink. Maybe later we can have dinner."*

*The sailor gladly accepted, and a friendship began.*

*During the following months, favor followed favor, always with Oleg providing a little more than the sailor. Finally, with an ease that even Oleg may not have anticipated, the sailor provided classified information to his Soviet "friend." Another conversation went something like this:*

*"But Oleg, I can't tell you anything about nuclear weapons on the ship—that's classified information."*

*Oleg only smiled and stated, "You've already given me classified information. If you don't give me what I want now, the people I work for will find some way to tell your own intelligence people about you. There is nothing I can do for you then."*

*This, at least, was the truth. A crime had been committed and the sailor was on the hook.*

*An excerpt from an espionage novel or*

*a television thriller? Hardly. It's the stuff of which real espionage cases are made. The last 30 years are full of examples of Soviet spies preying on the open, friendly nature of the average American to the disadvantage of this country. To achieve their espionage objectives, Soviet agents have used friendship, sex, love, money and ideological levers against their targets. Who are their targets? We all are.*

*The best defense against this threat is recognizing the tactics used by a hostile intelligence officer, being aware of the nature of the threat, and knowing how to defend against it. If the sailor in the scenario had reported his contact with Oleg as he is required to do by Navy regulations, the whole situation might have ended differently.*

*None of us can say we are safe from such an approach. Hostile intelligence officers are highly trained in the techniques of manipulating people. They are also able to travel about with ease in our free society, plying their trade on the unsuspecting. They know the behavior of individuals is affected by their wants and needs, and they can use human motivators as well as any character weaknesses in individuals to recruit them to serve the hostile country.*

*"They'll turn your needs around on you and use them to get what they want. They*

# Don't feed the Bear

will exploit any weakness they see in you. They're going to do whatever it takes to get information," said Special Agent David W. Swindle, head of the Counter-intelligence Investigations Branch for the Naval Investigative Service Headquarters, Suitland, Md.

These wants and needs vary from person to person, but generally the hostile intelligence agent will use money or material goods, drugs or alcohol, sexual gratification or a need for recognition, approval and friendship from another human being to achieve his objective.

According to Swindle, an estimated 30 to 40 percent of the Soviet delegations abroad are made up of suspected intelligence officers, so chances are high that if you're contacted by a Soviet diplomat, he or she may be a hostile intelligence officer.

As shown in the scenario with the sailor and Oleg, hostile services have traditionally used initial contacts in a social setting to spot and assess potential recruits. The hostile intelligence officer will appear to be a compatible, non-threatening friend.

You may inadvertently encounter a hostile intelligence officer in a restaurant or the lobby of a hotel and believe the incident to be totally innocent or harmless. In fact, he may be spotting and evaluating your potential for recruitment to work for him. Many of these hostile intelligence officers speak freely of their military service in their own country's armed forces and use this as a means to establish a common ground for association with U.S. military personnel.

"That's the way it starts: very social, very mundane, apparently harmless," Swindle said.

One of the first things you may notice about hostile intelligence officers is the accent. Generally, they will not attempt to conceal who they are if asked.

"They're not going to admit to being spies—they're simply going to tell you they're with the Soviet embassy, or whatever," Swindle said.

Once initial contact is made, requests may follow for apparently harmless items.

"Generally speaking, the hostile intelligence officer is not going to start off asking for secret material. He may ask you

for something that almost sounds silly to you. He may say, 'Could I have a base telephone book so I can contact some friends I have there?' It will be along the lines of something very innocuous, something that you think is very harmless," Swindle said.

As the relationship continues, the hostile intelligence officer increases requests for unclassified material, and may offer

"bonuses" in the form of money or gifts.

While the pretense of a friendship is used, the goal of the hostile intelligence officer is much more subtle. He is slowly building a give-and-take relationship with his target, who is becoming used to it.

"The hostile intelligence officer is like a psychologist or a sociologist giving a stimulus, and you're responding to it," Swindle said.





After the seemingly innocent friendship is firmly rooted in the target's mind and he has become accustomed to requests from the hostile intelligence officer, the hostile intelligence officer will make the move to draw the target into his control.

"The sailor is now used to giving the hostile intelligence officer things. At some point, the agent may ask, 'When is your ship leaving' or 'Where will your ship be

going?'—something innocent like that. Without even realizing it, the sailor responds by giving him the ship's movements. Once you've done that, you're starting to get in deep," Swindle said.

At this point, after the relationship is well along and the target has learned of the hostile intelligence officer's true identity, he may feel he is too deeply involved to stop cooperating. The hostile intelli-

gence officer will reinforce this by instilling fear of being exposed as a traitor, the use of coercion and blackmail or a political or ideological argument to obtain further cooperation.

\* \* \*

*"Geez, I wonder what's gotten into our first class lately. . . ."*

*"I know what you mean. The other day,*



# Don't feed the Bear

*he was sitting at his desk, tapping his pencil like crazy. I asked him why he was so nervous, and he nearly bit my head off!"*

*"Ah, maybe it's too much caffeine."*

*"Yeah, too much caffeine."*

*"It's kind of weird though, you know? He's usually so cheerful, but lately, he's been in such a rotten mood I hardly know him. He's all moody and depressed."*

*"I know what you mean. Have you seen those dark circles under his eyes? Doesn't look like he's sleeping too well."*

*"Ah, it's probably the weather."*

*"Yeah, the weather."*

*"Well, at least he's not losing sleep over money. A bunch of us went out for a drink the other night, and the smallest bill he had was a hundred. And from the size of the roll he was carrying, it looked like he had five or six of them."*

*"Must be nice. With what I make, I'm lucky if I'm able to eat by the end of the month."*

*"Ah, some rich aunt probably died and left it all to him."*

*"Yeah, some rich aunt."*

*"Well, I've got to be moving along. By the way, did you ever come across that missing piece of classified information?"*

*"No, I haven't."*

*"Ah, it's probably just misplaced somewhere."*

*"Yeah, just misplaced."*

Even if you've never been contacted by a hostile intelligence officer, it is possible that someone you know or work with has been contacted, and is being used.

There are certain behavior patterns that may indicate someone is under the control of a hostile intelligence officer. They include:

- Questionable, unreported contact with foreigners.
- Unexplainable affluence.
- Unusual travel or leave patterns, particularly to foreign countries.
- Gross or frequent security violations or discrepancies in disposal of classified material.
- Questionable patterns of working with, copying or handling classified material while other people are not around.

• Sudden, unexplained changes in character, attitudes or emotional stability.

• Fantasizing over the excitement and adventure associated with the Hollywood spy image—the so-called "James Bond complex."

If any of these indicators are observed in a co-worker, it should be immediately reported to NIS. Also, the Information and Personnel Security Program Regulations, OPNAVINST 5510.1G, makes it mandatory for Navy and Marine Corps personnel to notify their command or NIS of any contact with a citizen of a communist-controlled or hostile country.

The instruction defines contact as "any form of encounter, association, or communication with any citizen of a communist controlled or hostile country, including contacts in person or by radio, telephone or letter, or other forms of communication for social, official, private or any other reason." The instruction gives a complete listing of communist controlled countries and those currently hostile to the United States.

"When we say 'contact,' people generally think of some secret contact with the Soviets. Obviously, we want to know about that, but if you call them on the phone, if you write them for information, even if you speak with one at a ballgame, tell us," Swindle said.

According to the instruction, "contacts and other association with citizens of communist controlled or hostile countries are not, in themselves, wrong, against regulations, or illegal. However, they must be reported to the NIS immediately after they occur for NIS to evaluate the contacts to protect the Department of the Navy from hostile intelligence activities."

"Sometimes, people are a little nervous or afraid that if they tell they've had a contact, they're in trouble. Quite the contrary," Swindle said. "They're doing us and themselves a big favor. No matter how silly the contact may be in their minds, we want to know about it."

"Even if a person has made contact with the Soviets already, that person should still tell us about it. They're not in any trouble at that point, as long as they voluntarily tell us about it. The report may

provide the information we need to break a major espionage ring wide open."

\* \* \*

*The sailor handed something to Oleg, and Oleg walked away. Moments later, several men approached the sailor.*

*"We're with the Naval Investigative Service. You're under arrest for espionage."*

*"What?! Wait a minute! You've got it all wrong! I'm not a spy!"*

*"Right. Save it. You're coming with us."*

*"But I tell you, you're making a terrible mistake! He's the spy, not me! I was just trying to . . ."*

Swindle warns that if you've come in contact with someone whom you believe to be a hostile intelligence officer, or if you suspect that a co-worker is under the influence of one, you should never play "counterspy."

The danger is, even though your intentions may be good, you're the only one who knows what you're doing.

"If nobody knows but you, and we find out about it, what are we going to think? Your intent may be good, but we don't know that," Swindle said.

The best thing to do is report it to NIS. If you know of someone else who has been in contact with a hostile country national, you should report that also.

\* \* \*

*The crime: Espionage.*

*The conviction: Five counts of failure to report contact with hostile country nationals and one count of soliciting a Soviet national for the purpose of committing espionage.*

*The sentence: Six years confinement at hard labor, loss of all pay and benefits, reduction to E-1 and a dishonorable discharge.*

In recent years we have begun to see another scenario for entanglement in espionage. Some few naval members, for reasons of real or perceived grievances against the service, emotional instability or a total lack of loyalty to anything except what they mistakenly believe to be their own personal interest, have voluntarily contacted hostile country services in their





embassies here and abroad, and offered to work for them—for money.

The record here is clear. Most people who have done this have gone to jail. Their lives were ruined and their families disgraced because of a mistaken belief that money is worth their pride, their honor, and their loyalty to their country. Don't let yourself or anyone you know fall into this trap.

According to Swindle, the number of espionage cases is rising. In an effort to gain as much intelligence information as they possibly can, hostile intelligence officers are becoming more aggressive. As a result, the drive to recruit contacts has been accelerated.

"Sometimes you wonder if a particular person out there right now is involved in espionage. If you're concerned about this, come see us. If you, yourself, are involved, come see us. I can't promise that nothing is going to happen to you, but even at this stage, it's better to tell us first and prove yourself by trying to help fix what you fouled up. It's never really too late," Swindle said.

Despite the portrayal in the movies that spying is a glamorous, exciting thing to do, Swindle said quite the opposite is true.

"It's the most miserable, anxious, stressful life you could possibly ever live. The stress is almost unbearable, because you're living with wondering when you're going to get caught, and at the same time, the other side is putting pressure on you," Swindle said. "And it's only a matter of time before a spy is caught."

NIS special agent personnel can be contacted 24 hours a day to take reports from people who have had a suspicious contact, and your identity need not be disclosed to anyone outside NIS.

Many spies have been caught because some concerned citizen noticed something suspicious, something strange, something wrong—and reported it. Give your command and your country the support they need in the war against espionage. Be aware of the threat, the nature of hostile intelligence tactics and your duty to report related information. □

—Story by JOSN John Brown



# Bearings

## CHAMPUS cracks down on debtors

CHAMPUS administrators and federal government agencies are taking a "get tough" attitude toward debt collections.

The Debt Collection Act of 1982 strengthened the government's ability to collect unpaid debts. Before the new law, federal agencies could do little to force a debtor to pay without taking him or her to court.

Agencies are now required to collect interest on all delinquent debts that aren't paid within a specified time, and penalty

charges and administrative fees are assessed against any part of a debt that remains unpaid after a specified deadline.

The law now allows the federal government to disclose delinquent account information to consumer reporting agencies. Such disclosures could hamper a person's ability to obtain credit in the future. The government can refer the debt to a collection agency or, when overpayments are owed and not repaid by active duty or retired military members, military pay

statutes authorize the services to withhold the funds from pay or annuity checks.

Since last October, the legal office at CHAMPUS headquarters has been sending out revised collection letters, informing debtors of their rights and of the steps the government might take in order to collect the money owed. Beginning in September, the new letters were also sent by CHAMPUS claims processors.

These aggressive steps toward debt collection are part of CHAMPUS' continuing campaign against waste, fraud and abuse in the Defense health care system. ■

## An exercise alternative: wrestling

The grunts and groans coming from hangar bay three after every workday on USS *Saratoga* (CV 60), homeported in Mayport, Fla., are common now as crewmen practice for the ship's wrestling team. The sports program, started in June, was provided to boost morale and give *Saratoga* sailors an option for exercising and relieving stress.

"It serves as an excellent alternative to

weightlifting, boxing, or jogging in the hangar bays. With all the work going on during flight operations, there is very little room to jog," said Lt.j.g. Vince Wright, special services officer. "With the wrestling program, sailors are able to get a good workout using a small space."

Lt.j.g. Charles A. Maxwell, the wrestling program coordinator, feels the program is also a constructive way of dealing

with any tension, especially when people live in such close confines and tempers tend to flare.

Maxwell hopes to have his team compete with other commands in the Mayport area and overseas.

The carrier has 63 wrestlers and six experienced coaches and assistants. One of the coaches, Aviation Electronics Technician 3rd Class Gary Scott Joshway, is a former Illinois state high school wrestling champion.

"I love the sport. I've been wrestling for 11 years and it's a big part of my life. *Saratoga*'s squad is very ambitious. They learn fast and work hard. Of course, they do make mistakes, but in order to be good wrestlers, they have to learn from their mistakes and correct them," he said.

Joshway feels wrestlers suffer less injuries than football players. "It's not a sport where you physically hurt someone," he said. "Occasionally, injuries do occur, but that can happen in any sport. If a wrestler is watchful of his throws and techniques, injuries can be kept to a minimum." ■

—Story by JOSN James E. Seda,  
USS *Saratoga* (CV 60)

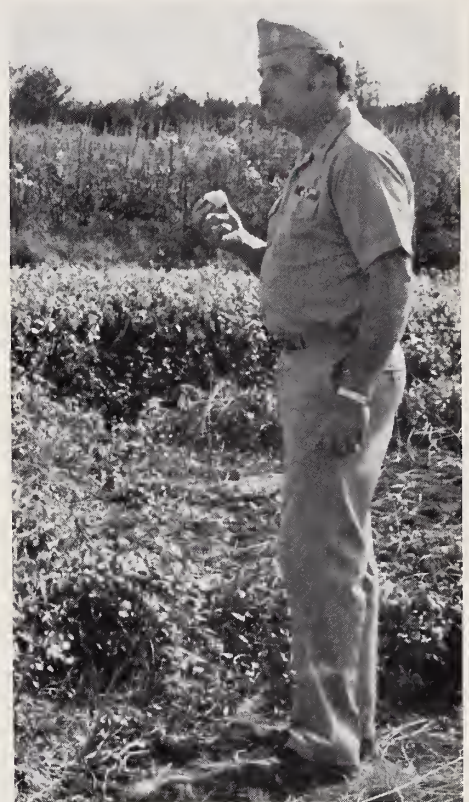


Photo by PH3 Ron Waxland

AN Joseph B. Decunzo struggles to break free of AEAN Walter T. Smart's grip as AT3 Gary S. Joshway watches for a count.



## Dairy farm or air station, still home to reservist



**Left:** ETC Howard J. Ploegsma looks at the foundation of his boyhood home. In the background is the station's hospital and dental clinic. **Top:** It's been 38 years since Ploegsma had an apple from the orchard on what used to be his family's dairy farm.

Thirty-eight years ago, NAS Whidbey Island, Wash., was home to Chief Electronics Technician Howard J. Ploegsma, but it was different then. There were no modern buildings, no jets, no sailors, no naval air station. Cows grazed lazily, without distraction, and apple and plum orchards were playgrounds.

"I was raised on this land. It sure does bring back a lot of fond, and some not so fond, memories. I still carry about five or six scars from my childhood here," said Ploegsma, a Selected Reservist who drills with Mobile Technical Unit 70522 out of Tacoma.

"This base was all dairy farms at one time. We had probably the largest and most modern dairy farm on the whole island at

that time," he said. "We raised Guernsey cows here until the Navy began buying up our property in 1947."

His family-owned and -operated farm was 360 acres, and the house stood about 250 yards west of the base hospital.

Ploegsma was at Whidbey Island recently to attend an instructor training class, and it was the first time that he had been back to the area since his family moved away. "It's all so different. The first thing I did when I got here was to go out to where the house stood. It was hard because there's such a difference from the way I remembered it."

His eyes welled with tears and his voice cracked. "It kind of leaves a lump in my throat to come back here and see what's

left of my childhood—kind of like visiting a grave where a close family member is buried.

"The neatest thing about coming back is that there are still things that were here when I grew up—the foundation to the house, the sidewalks, the rocks from the driveway and the orchard. I remember coming out to these apple and plum trees as a child and eating a lot of their fruit."

Many people return to their childhood homes only to find that it's not the same. Ploegsma's childhood home has changed much more than for most others, and even though it's not the way he remembers it, he said he will always consider it home. ■

—Story and photos by  
JOSA Timothy W. Boyles, NavAirRes,  
NAS Whidbey Island, Wash.



# Bearings

## Six years of learning

When it comes to Navy education programs, Ensign Frank Howard aboard USS *John F. Kennedy* (CV 67) in overhaul at Norfolk Naval Shipyard, Portsmouth, Va., knows the ropes. Howard, who 15 years ago was a high school dropout, has been in the Navy six years, and for those six years has attended Navy-sponsored military and civilian schools full time.

"It's all attitude," he said. "If you work within the system, the educational opportunities are there. All you have to do is go for them."

The Calais, Maine, native spent nearly seven years in the Air Force, during which time he earned a General Education Development certificate and a high school diploma. "After I got my GED," he said, "I realized it wasn't good enough. I would have more opportunities with a high school diploma, so I got one."

He was out of the Air Force and attending Cisco Junior College in Abilene, Texas, when he saw a Navy ad for nuclear power school. He saw a recruiter, waited three months for an age waiver grant, and went to boot camp at Great Lakes, Ill., in 1979. Howard remained at Great Lakes to complete electronics technician school, then spent six months at nuclear power school in Orlando, Fla.

"The Air Force electronics school taught me how to work on a particular piece of gear. My job became mechanical," he said, comparing his military training. "The Navy electronics school was much better; the theory of electronics was stressed. Knowing (theory), all I needed was a book on any piece of electronic gear and I could fix it."

While going to school for the Navy during the day, Howard spent his nights in college classes at Great Lakes and Orlando. Then he learned about the Navy's Enlisted Commissioning Program, which

gives enlisted men and women with college credits a chance to attend a civilian college full time to earn a bachelor's degree and a commission. Howard applied and was halfway through submarine nuclear reactor prototype training in Connecticut when he learned he had been accepted for the program. He majored in economics at the University of Texas and earned his degree in 1984.

Back in the Navy, Howard was still attending school; first it was Officer Candidate School, Newport, R.I., then Surface Warfare Officer School, also in Newport.

The ensign's first non-school assignment since joining the Navy six years ago is as *John F. Kennedy*'s 3rd division officer, deck department—a job that will give him its own informal education. ■

—Story by JO3 John Rapoport,  
USS *John F. Kennedy* (CV 67)

## Long Beach marks 24th birthday

The crew of the guided missile cruiser USS *Long Beach* (CGN 9), recently marked the ship's 24th anniversary as part of the Navy's nuclear surface fleet.

Referred to by crew members as the "Navy's only real cruiser," *Long Beach* was the world's first nuclear-powered surface warship and the first combatant ship armed exclusively with guided missiles.

In its 24 years at sea, *Long Beach* has made 10 Western Pacific deployments, including combat operations during the Vietnam War. It has also made a Mediterranean deployment, and in 1964 participated in a nuclear task group world cruise.

*Long Beach*'s armament includes anti-submarine rockets, and *Harpoon*, *Terrier* and *Tomahawk* missile systems. The *Tomahawk* cruise missile system, which en-



hances the ship's long range anti-surface and land attack capabilities, was added to *Long Beach*'s arsenal this year.

*Long Beach* is expected to continue steaming with the fleet into the 21st century. ■

Commissioned in 1961, the guided missile cruiser is the third ship to carry the name *Long Beach*. The first was a cargo ship (AK 9) commissioned in 1917; the second a patrol frigate (PF 34) commissioned in 1943. ■





**Chili champs.** MSSA Michael Kent, MSSA Mark Coffin and MS3 Douglas Reynolds (l-r) from Naval Station Norfolk, Va., mix the concoction that won them the third annual Atlantic Fleet Chili Cookoff in Norfolk recently. The winners will participate in the International Chili Society's World Championship at Tropic Gold Mine, Calif., in October. The team also won the Big Dipper Award for having the most chili-sampling donations, which netted them \$101.79 for Navy Relief. ■

## Nicholson rescue

The crew of USS *Nicholson* (DD 982) rescued a 35-foot Panamanian-registered pleasure craft that had run out of fuel off Cuba's southern coast recently.

The Charleston-based destroyer was holding an exercise off Cuba's coast when it received a message that a vessel was in distress. *Nicholson* altered course, increased speed and raced through 6- to 8-foot swells while the deck division, medical department, and mess specialists prepared to aid the boat's crew.

Combat systems officer Lt. Eric Caldwell spoke fluent Spanish with the boat's captain, Guillermo Gutierrez, and learned that *El Intrepido* had five male passengers and had been adrift for two days while en route from Cartagena, Colombia, to Miami. The vessel's passengers had gone without food and water for two days. *Nicholson* towed the craft more than 43 miles to Guantanamo Bay. ■

## NSC Pensacola opened

The Naval Supply Center Pensacola became the eighth largest stock system in the Navy in a commissioning ceremony at the Naval Aviation Museum, NAS Pensacola, Fla., last month.

Initially, the center will employ 424 civilians, four officers and 22 enlisted people. It will provide supply and support services to fleet units and shore activities, including the strategic homeporting of 29 ships in the Gulf of Mexico, and will be the only supply center between Jacksonville, Fla., and California.

Previously, the air station's supply de-

partment handled support to all shore activities and aviation units.

"With the growth of the Navy and the homeporting initiative now underway along the Gulf Coast, the mission of the supply support center has grown," said Vice Adm. J.A. Sagerholm, chief, Naval Education and Training at Pensacola. "With that growth has come the need for a separate, dedicated activity. The new supply center will fulfill that mission and will be the local point for replenishment of ships along the entire Gulf Coast."

The concept of a supply center along that coast is not new. In the 1820s, the first naval storekeeper was assigned to the Pensacola Navy Yard. His mission was to supply those early fleets in the area. ■

## Help in Elena cleanup



While the Ingalls West Bank Shipyard in Pascagoula, Miss., was recovering from Hurricane Elena the first week in September, 40 crew members from precommissioning unit *Bunker Hill* (CG 52) helped local elderly homeowners dig out and clean up in the wake of the storm.

The city provided a list of homeowners needing help. Volunteers, led by Ensign Peter D. Garrigan and Chief Fire Controlman Dennis W. Sickel, cleaned up more than 30 homes in the week following the hurricane.

Fallen trees and tree limbs were removed, as were roofing and siding debris which littered most yards. All debris was moved to curb sides, and the city of Pas-

cagoula arranged for its removal. Some houses needed only debris removed from the yards, but others required extensive tree removal. Almost an entire day was spent working on one particularly hard hit home. Tools such as chain saws were scarce, but the crew found some axes and saws for the tough jobs.

Pascagoula's Chamber of Commerce extended a public thank you to all of the Navy people who helped in the cleanup effort.

*Bunker Hill*, the Navy's first *Aegis* cruiser to be equipped with the MK-41 vertical launching system, is under construction at Ingalls Shipbuilding, a division of Litton Industries. ■



# Bearings

## A dream come true aboard New Jersey



The young sailor slipped his arms under the boy's frail body.

"Welcome aboard the *New Jersey*, Jimmy," he said as he lifted the boy into his arms. "You're going to get a really special tour today."

Jimmy, 13, nodded and smiled as the two ascended a ladder to the battleship's superstructure.

"Jimmy's really awed by all this attention. He's having the time of his life," said Jimmy's mother as she, with her husband and two daughters, followed her son on the tour she called the boy's dream come true.

Jimmy, victim of a rare form of muscular dystrophy, received a VIP tour of USS *New Jersey* (BB 62) this summer at the request of a national nonprofit organization dedicated to fulfilling wishes of terminally ill children.

"We try to avoid publicizing the children's last names so that we respect their privacy," said Beth Reynolds, secretary of the organization's Arizona chapter.

For Jimmy, a Duncan, Ariz., resident, visiting the battleship *New Jersey* was the



highlight of a wish come true that included meeting actor Kirk Douglas and visiting the Universal Studios in Hollywood to see the four-wheeled star of the "Knight Rider" television series, KITT.

"Jimmy thought the tour of the battleship was the best part of his wish," said Laura Knovaks, coordinator for Jimmy's wish. "The crewmen really made Jimmy feel like someone special."

During the 1½-hour visit, nearly a dozen crewmen escorted Jimmy around the ship's main deck and superstructure. He saw the ship's nine 16-inch/50 cal. guns, the missile launchers and sat in the Captain's Chair on the bridge.

Jimmy looked, and his guides talked: "The ship is 887 feet long . . . has an anchor chain that's more than 1,000 feet long and is made of links that each weigh over 125 pounds."

As the crewmen rattled off the ship's statistics, Jimmy's eyes brightened, but it was his visit to the crew's dining area for a snack with some of his tour guides that pleased him the most, he said.

"The tour has been something that



Jimmy sits in the Captain's Chair, hears about the *New Jersey's* guns from GM3 William Smith and SN Ron Briggs, and gets a piece of the battleship's teakwood deck from BMC Steve Martin.

Jimmy will talk about for months to come," said his mother as she left *New Jersey* with her son. ■

—Story and photos by JOC Lon Cabot,  
USS *New Jersey* (BB 62)



## Sailors join Marines

Navy and Marine Corps members joined forces in Coronado, Calif., recently for PhibLots '85, an amphibious logistic exercise designed to test the Navy's ability to provide support to troops ashore over an extended period of time.

Assault Craft Unit 1, Amphibious Construction Battalion 1 and Beachmaster Unit 1, all homeported at the Naval Amphibious Base, Coronado, participated in the exercise with Marine battalions embarked in USS *Duluth* (LPD 6) and USS *Fredrick* (LST 1184). MV *PFC Dewayne T. Williams*, a maritime prepositioning ship which carries enough supplies to support a 16,500-man Marine force for a month, was the centerpiece of the two-week exercise.

The exercise offered participants a lesson in post-assault operations. They found out that taking a beach is just the begin-

ning of an amphibious landing; keeping it is just as difficult.

The biggest problem faced by the beach team was getting equipment and supplies ashore through the surf zone, the area just offshore where the water is most turbulent. Amphibious cargo vehicles and rough terrain cargo vehicles were used to overcome this obstacle.

On the beach, sailors experienced a little of the life their Marine comrades face ashore, including meals ready to eat—today's version of C-rations.

"It's been a real experience out here," said Storekeeper 1st Class Tom Louttit, a cargo handler during the exercise. "I've never been on the beach for this long. You learn to 'bird bath' it a lot—washing and shaving out of a helmetful of water."

PhibLots '85 gave participants and observers an idea of what amphibious warfare is all about. ■

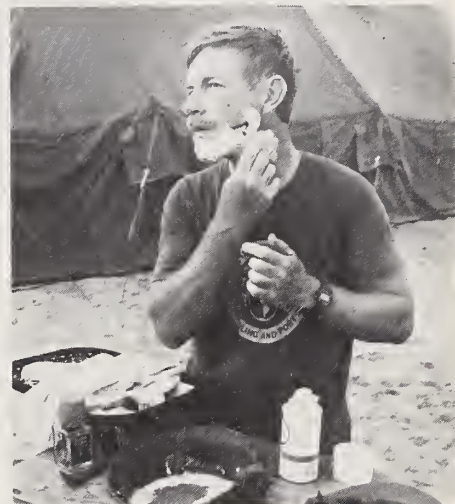


Photo by PH2 Gary G. Ballard

**SK1 Tom Louttit shaves on the beach during PhibLots exercise in Coronado, Calif.**

—Story by JO2 Barry A. Seymour,  
Public Affairs Center, San Diego.

## Safe driving at sea

Unless they pilot the ship, most sailors at sea don't think about driving safely—unless they're in USS *Coral Sea* (CV 43) where the ship's safety department has established a driver safety program.

Machinist's Mate 1st Class Frank Gensheer teaches the program, which is an off-shoot of the American Automobile Association's driver improvement program. The program consists of eight classroom sessions covering night driving, speed adjusting, margin of safety and driving emergencies. Gensheer became a certified instructor for the 10-hour program after he completed a driver improvement course sponsored by the Norfolk, Va., Naval Safety Center and the AAA.

*Coral Sea's* program, in effect since June 1984, is mandatory for sailors with

more than one moving traffic violation or those who have been arrested for driving under the influence of alcohol or drugs. Volunteers also are encouraged to complete the course. The ship's safety department's goal is to have the crew study safe driving habits at sea and practice them in port. ■

—Story by JOC James R. Giusti,  
USS *Coral Sea* (CV 43)

## Nonskid carrier decks

A "new and improved" nonskid deck coating, developed for aircraft carrier flight decks by scientists at the Naval Research Laboratory, Washington, D.C., is expected to save the Navy millions of dollars annually.

This projection is based on the fact that

aircraft carrier decks are currently resurfaced twice a year at an estimated annual cost of \$3 million. The new coating, which is more durable than those in use now, could cut the cost in half, and the benefits don't stop there.

Aircraft pulling arresting gear cables across a carrier's deck when landing often scrape particles of nonskid from the deck. The debris is sometimes sucked into jet engine air intakes, damaging the engines. Foreign object damage, as it is known, costs the Navy millions of dollars in aircraft repair expenses. In addition to its durability, the new nonskid also is resistant to arresting gear cable damage and should reduce foreign object damage.

The new coating, which is commercially manufactured under NRL's specifications, is undergoing field tests aboard USS *John F. Kennedy* (CV 67). ■

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# Mail Buoy

## Small Arms Training

I greatly enjoy *All Hands* magazine and look forward to each new issue. I would, however, like to take exception to part of your article on "Small Arms Training" in the March 1985 *All Hands*.

You list stage two as 10 rounds fired in 20 seconds; that should be 10 rounds fired in two strings of five rounds, each string fired in 20 seconds. Stage three you list as load, aim and fire 10 rounds in 15 seconds; this should be 10 rounds fired in two strings of five rounds, each string fired in 15 seconds. In each of these cases the time 20 or 15 seconds starts when the command FIRE! is given and the shooter has the weapon loaded and aimed at the target.

While it is possible to start with the weapon loaded and held resting on the beach, raise it, fire the five rounds in the pistol, reload with a previously loaded magazine and fire five additional rounds in 18 to 20 seconds, this is not a recommended procedure and is not allowed at most military ranges.

I have been involved in the Navy Marksmanship program for about 15 years now and have been shooting in Navy competition for about 11 years. In 1984 I was selected for the Atlantic Fleet Pistol Team, and we wound up the season at the National Championships in Camp Perry, Ohio, by winning the .22 caliber (center fire) and .45 caliber (team) matches in our classification—sharpshooter—and our category—service.—ET1(SW) Phillip E. Gilreath, NTTC Hampton Roads, Norfolk.

## Navy SEALs

I was disappointed in the article on the Navy SEAL (April 1985). You said nothing about the years from 1946–1949, at which time I was a member of UDT 2 at Little Creek, Va., under the command of Lt. Cmdr. F.D. Fane.

We got no extra pay of any kind. We had a one-man, battery powered submarine we were experimenting with. I believe it was an Italian invention. This was a top secret project.

In 1948–1949, we started experiments with the Aqualung in the Chesapeake Bay. As far as sophisticated material, we had plastic explosives, such as C2C3 tetratol, TNT, and shape charges and bangalore torpedoes. We fired our charges electrically with hell boxes, and with friction-type fuse lighters with blasting caps.

We practiced what we called "sneak and peek" operations. You would probably call them covert operations now. We had Judo experts to teach us their skill.

We experimented at swimming missions with small arms weapons, such as what we called

grease guns. They were small machine guns with 15 rounds in a clip. And we experimented with launching swimmers from helicopters, jumping from about 20–30 feet. We all were qualified water safety instructors, and we stood lifeguard duties at the amphibious base.

We had to clear channels, make channels and blow up obstacles to clear the way for ships and boats. We were even called on to try to help free the "Mighty Mo" when she was stuck in the mud in Chesapeake Bay just out from our training beach in Little Creek.

We went on Operation Shark Chaser at Key West, Fla., to test the shark chasers the Navy used in life preservers. This was done by putting swimmers in the water where most of the sharks were known to be. A little risky, wouldn't you say?

Our wet suits were one-piece rubber that you had to climb into from the back, then your buddy would fold the flap (like a flag, sort of) and clamp it shut with a big brass "C" clamp. We wore Navy long johns underneath.

Team 4 went to the pole in 1946 or '47 and cut holes in the ice to get into the water. Their purpose was to see how long the human body could stay in water that cold.

My team and I participated in the mock invasion of Argentia, Newfoundland. Sixteen of us were aboard the submarine groups; seven of us were to go in and take the station, the other nine were to swim in on the ships there and blow them up. I might add that our mission was a success. We not only destroyed the station, but our swimmers sank every ship that was in the harbor (approximately 12, if I remember right). We also made mock invasions of Miami Beach, Fla., and Atlantic City, N.J., and our team, along with Team 4, helped to film the movie "The Frogman" with Richard Widmark.

I could go on about the things we did and how we were the first in some of the things that are now taken for granted. I just thought I should give our teams back then some of the credit and attention they well earned and deserve as part of the history of the UDT's.

—J.P. Fountinelle, USN (Ret.),  
Riverdale, Calif.

## Safety First

The "Mail Buoy" section of the June 1985 *All Hands* included a letter concerning machinists and jewelry. In your editorial response you stated, "... the Naval Safety Center, Norfolk, Va., tells us that they do not know of any civilian regulation on that subject."

This Center's Occupational Safety Division would have immediately told you that such

regulations do exist in the private sector and in the Navy. One of the more authoritative civilian safety sources in the United States, the National Safety Council, states in one of its publications that "All types of jewelry are out of place in a shop—rings, bracelets, and wrist watches can cause serious injury. A finger can be torn off if a ring catches on a moving machine part, or on a fixed object when the body is moving rapidly. Necklaces, key chains, and watch chains also constitute hazards near moving machinery." In addition, there are consensus safety standards published by the American National Standards Institute that also address the hazards involved in the wearing of loose clothing, jewelry or unrestrained hair around machinery with moving parts.

In the Navy, both "Safety Precautions For Forces Afloat" (OPNAVINST 5100.19A, Article 0731.1) and "Safety Precautions For Shore Activities" (NAVMAT-P-5100, Articles 0103.3g(4) and 0903.1), as well as its soon-to-be-published replacement, prohibit loose clothing or jewelry around moving machinery.—Capt. R.H. Fred, Director, Shore Safety Programs, Naval Safety Center.

• *Thanks for setting us straight and for helping us get the right word to our readers.—Ed.*

## Reunions

• **USS White Plains (VC 4), V-1/V-2 divisions (July 1944–July 1945)**—Planning a reunion. Contact Stanley Markel, 1730 W. Howard Ave., Milwaukee, Wis. 53221.

• **USS Cowell (DD 547)**—Planning a reunion. Contact Armando L. Cruz, 4517 Gray St., Tampa, Fla. 33609; telephone (813) 876-2988.

• **USS Decker (DE 47)**—Planning a reunion. Contact Donald Osborne, 213 Vernon Ave., Glen Burnie, Md. 21061; telephone (301) 766-6382.

• **USS Jamestown (AGP 3)**—Planning a reunion. Contact G.P. Howard, 114 Alastair, Pasadena, Texas 77506; telephone (713) 472-2818.

• **C.A.P. 316, Hue City (Nov. 10, 1968–July 30, 1969)**—Planning a reunion. Contact A.F. Lewandowski, 100 S. 25th St., Mt. Penn. Pa. 19606; telephone (215) 779-1457.

• **USS Conway (DD 507)**—Reunion March 24–26, 1986, Myrtle Beach, S.C. Contact Philip B. Taylor, 3090 Patch Dr., Bloomfield Hills, Mich. 48013; telephone (313) 647-6384.

• **USS Shaw (DD 373)**—Reunion for 50th anniversary, May 1986 in Philadelphia. Contact Elmo F. Rash, 4630 Obispo Ave., Lakewood, Calif. 90712; telephone (213) 429-5804.



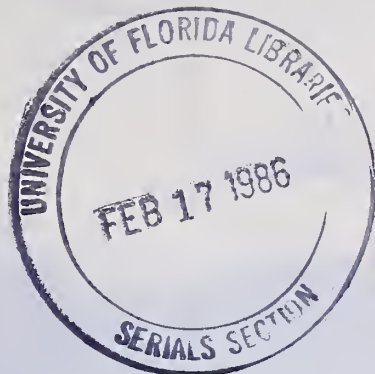
The lowered ramp of the modern tank landing ship USS Frederick (LST 1184) allowed vehicles direct access to the beach during a recent amphibious exercise in Coronado, Calif. Photo by PH2 Gary G. Ballard.





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# ALL HANDS

MAGAZINE OF THE U.S. NAVY

DECEMBER 1985

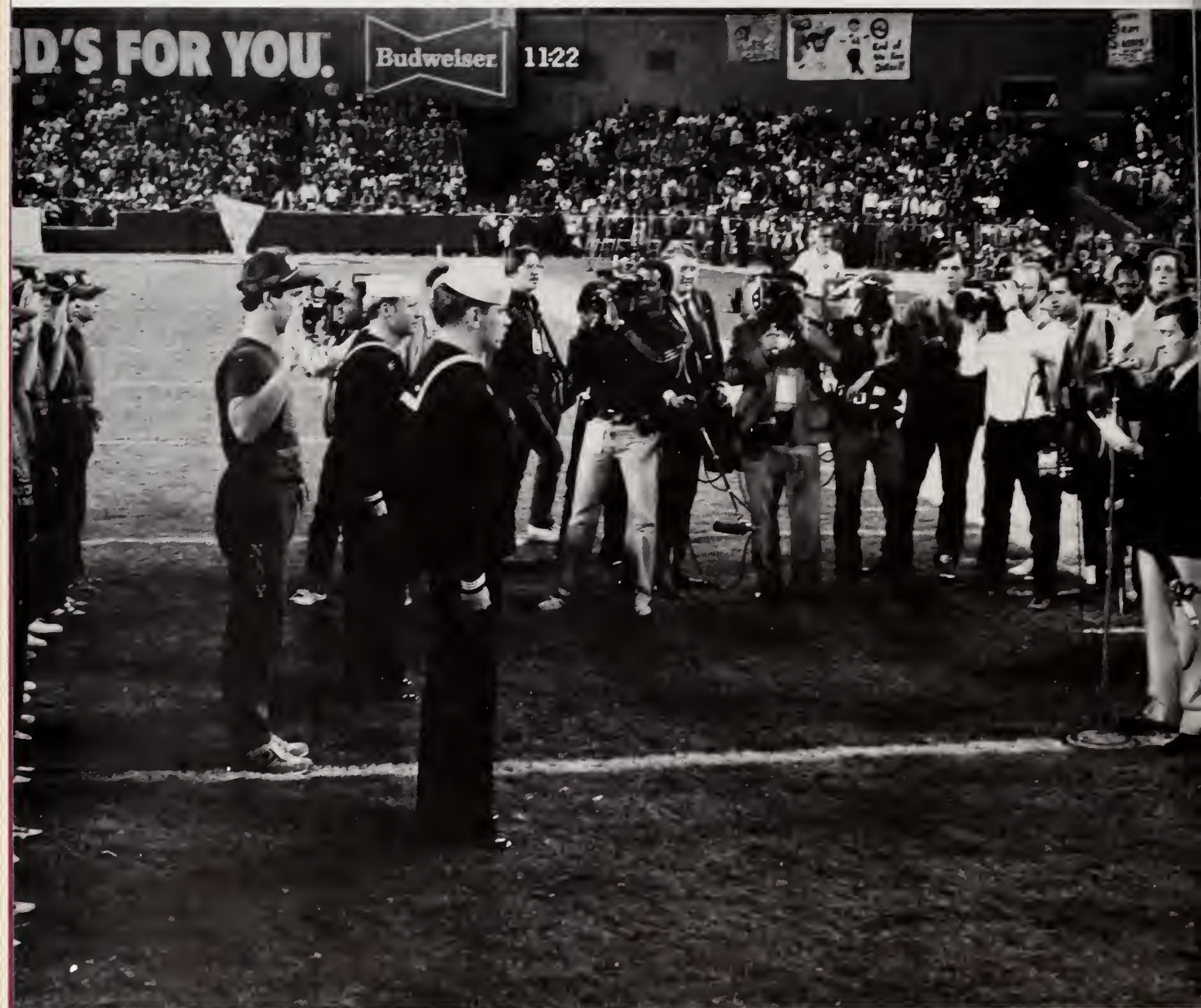
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- 
- Site 1 Holy Loch
  - The Corps' corpsmen
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Secretary of the Navy John Lehman swears Patrick Stetham (middle) and other members of a special Redskin recruit company into the Navy during half time of the Washington Redskins and Dallas Cowboys game at RFK Stadium, Washington, D.C. Stetham's brother, SW2 Robert Stetham, was slain in June 1985 by terrorists who hijacked his flight. Following the swearing-in ceremony, company commanders MM1 Michael Blake and BT1 Jimmy Plummer accepted the men from Lehman for training. Photo by William M. Moser, Navy Recruiting Command.



# ALL HANDS

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Page 26

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## Covers

**Front:** The Navy's Ballistic Submarine Refit Site 1 Holy Loch, Scotland. See page 18. Photo by PH1 Perry E. Thorsvik.

**Back:** The Cowal Highland Gathering tradition shows the flavor of Scotland. See page 25. Photos by PH1 Perry E. Thorsvik.

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# F/A-18s deploy





# to Western Pacific



Story and photos by Dave Fraker

**T**he F/A-18 *Hornet* earned high marks from pilots, mechanics and gunners during its first operational deployment with Strike Fighter Squadrons 25 and 113. Proving itself as a combined bomber and fighter, the F/A-18 was at 90 percent mission capable during a Western Pacific deployment aboard USS *Constellation* (CV 64) last fall.

"I don't think any new aircraft has performed as well during its maiden cruise," said Rear Adm. Leon A. Edney, commander, Carrier Group 1. Edney and his flagship *Constellation* operated in the Western Pacific and Indian Oceans for 158 days.

A large measure of the *Hornet's* success can be attributed to its sophisticated on-board computers and easy maintenance.

The computers pinpoint trou-

ble spots to allow mechanics and electricians to quickly diagnose and correct any problem. Earning the nickname "Maytag repairmen" because of the plane's easy maintenance, mechanics were able to change an engine in less than an hour.

"It is so easy to replace parts because everything is set at eye level," said Aviation Structural Mechanic 1st Class Bill Guiterrez.

Besides monitoring the plane's

# Constellation's Hornet

machinery, the F/A-18's computers constantly feed information to the pilot, or, as in the case of catapulting, control the aircraft during launch.

"Keep your hands off the stick," says Cmdr. John Leslie, commanding officer of VFA 25. Pilots not used to leaving everything to computer control tend to grab the stick as the plane leaves the carrier's deck. But according to Leslie, they will make that mistake only once. Attempting to change the plane's takeoff course from its preselected trim causes pilot induced oscillation. Like a wild bronco, the plane will buck to and fro and up and down. The pilot takes manual control of the *Hornet* as soon as the launch is completed.

Leslie and VFA 113 Commanding Officer Cmdr. Craig Langbehn worked together during the deployment to fine-tune the on-board computer software. According to both aviators, the plane has so much software programming that it tells a pilot







Clockwise from bottom opposite page: A flight deck launch coordinator signals during one of up to 21 missions per day flown by F/A-18 pilots; an F/A-18 makes a tight turn before landing; a landing signal officer guides in an F/A-18 and grades the pilot on his performance.

# Constellation's Hornet

all the information he needs and in some cases more information than he can use. According to Leslie, fine-tuning involves selectively reprogramming the software for just the information the pilots need and training pilots to take full advantage of the computers' capabilities. "We are limited only by our imaginations," he said.

A distinct advantage of the F/A-18 is the simplicity of its cockpit design. Unlike other aircraft with their confusing panels of buttons and lights, all of *Hornet's* weapon systems controls are located on the plane's flight stick and throttles. A pilot is able to control these critical functions without removing his hands from the stick or throttle.

One of the plane's early critics, Capt. John F. Calhoun, commanding officer of *Constellation* and a light attack pilot, said the *Hornet* made a believer out of him.

"I did not think the Navy could build one airplane that could perform two sep-







Clockwise from bottom opposite page: Two of F/A-18 pilots take the three-minute trip from the ready room to the flight deck; 28-day corrosion inspections are but one of many tests F/A-18 maintenance crews perform; each wheel of carrier aircraft is held fast to the flight deck by at least two tie-down chains.

arate missions. This cruise proved me wrong. The pilots showed the *Hornet* could perform, and that any problems are minor and correctable."

"I feel comfortable with the F/A-18 because it can do more for me. It can drop bombs and fight to defend itself," said Edney, an aviator himself. "With two squadrons of F/A-18s, I can call up any combination of bombers and fighters I need to perform a mission."

According to Edney, the F/A-18 and the F-14 *Tomcat* complement each other. The *Hornet* is a short range air-to-ground fighter, while the *Tomcat* is a long range, high reconnaissance air-to-air fighter.

Both squadrons flew about 4,400 hours during the cruise and completed anywhere from 12 to 21 missions a day. Langbehn described a typical day while operating in the Indian Ocean: "We would start at 1 p.m., fly an air combat mission, come back, and perform a surveillance mission. Next we would fly a mission with the high speed, anti-radiation (HARM) missiles. To finish the day would be a bombing

mission using targets in the water. We continued this fast pace until 10 p.m.

"We also maintained a constant alert status. On a five-minute alert, we had a pilot in the cockpit and his plane captain standing by."

Because it is self-starting, the F/A-18 is highly adaptable to the carrier environment. Unlike other types of aircraft that are towed into launch position and require a generating truck (yellow gear) to turn over, the F/A-18 can taxi under its own power, saving time and manpower.

The *Hornet*'s advantages—self-starting, easy fueling, rapid re-arming and quick power response engines—allowed *Constellation* to shift to battle flex deck as the standard mode of operation. In this mode the flight deck crew simultaneously launched or recovered aircraft, 24 hours a day, without constant respotting.

VFA 25's gunner Chief Warrant Officer Charles Mach, said his people were able to load and exchange weapons systems and pylons within minutes. The F/A-18 carries *Sidewinders* and loaded guns at all

times and, depending on the mission, additional *Sidewinders*, bombs, *Sparrows*, HARM missiles or infra red tracking systems can be loaded.

"People are the reason the cruise was so successful," Langbehn said. "If we did not have the dedication, no matter how sophisticated an airplane we had, it would not have worked." □

*Fraker is editor of the NAS Lemoore, Calif., The Golden Eagle.*








Clockwise from left: Seven Hornets line flight deck; flight deck personnel catch a few winks when they can; a plane captain checks his aircraft for material that could cause FOD—Foreign Object Damage.







# Navy-17 Army- 7

Napolean McCallum rushed for 217 yards and the Navy defense stopped Army cold on a crucial goal-line stand as the midshipmen salvaged a disappointing 4-7 season with a 17-7 upset over Army in their 86th meeting. Navy now leads the series 41 to 38 with 7 ties.



PH1 Harold J. Gerwien

PH1 Perry E. Thorsvik



PH: Perry E. Thorvik





PH2 Terry Cosgrove

# Going to sea

By JOC Kirk Kinsfather

*Editor's note: For the past several years, the Navy has made changes to the seal shore rotation system for various ratings to bring shipboard manning in those ratings to 100 percent. Nearly every Navy rating has sailors who have never been to sea, and some ratings—journalist, photographer's mate, yeoman, draftsman, data processing—have had more than the normal share of landlocked sailors.*

*With the reality of full shipboard manning requirements, many senior petty officers and chief petty officers find themselves aboard ship for the first time. And they're learning what the sea-going Navy and its professionalism is all about. Instead of being shore-based 8 a.m. to 5 p.m., sailors who support the fleet, they are the fleet.*

*Senior Chief Journalist Kinsfather has been in the Navy for 16 years. He reported aboard USS Midway (CV 41) in February 1984 for his first shipboard tour. Here's what he has to say about his afloat Navy.*

\* \* \*

"Haze gray and underway." Mention those four words to many senior Navy enlisteds, especially those who still carry six zeros in the "SEADUSVC" block of their leave and earning statements, and you'll see some very interesting reactions. I should know, I've been there.

I should have seen shipboard duty coming. Operating out of the Navy Broadcasting Service Detachment at the Armed Forces Radio and Television Service Programming Center in Los Angeles as the Navy's one and only mini-TV circuit manager, I was content to enjoy the Southern California sunshine while doing a job I enjoyed too much to call work. Then, when I was three months overdue for PCS orders, I was called to Washington, D.C., for a two-day meeting about mini-SITE for Military Sealift Command ships.

There I sat, basking in my own self-





# 'late in life'





importance, when the director of Navy Broadcasting Service entered the meeting and said, "Excuse me, chief, we need to have a little talk." When he talked, I listened.

By the time he had finished briefing me on the political situation in the Far East, I knew I was heading back to the Pacific. Amazingly, when he was through driving home the need for qualified journalists in the fleet, I even accepted that I was finally going to become a real sailor. Besides, I figured an occasional cruise now and then wouldn't be all that bad. But *Midway*?! Even *I* knew about *Midway*. It was accurate then, and still is now, to describe *Midway* in one painfully simple word . . . U-N-D-E-R-W-A-Y.

Granted, this is a rather tongue-in-cheek (albeit true) rendition of my initial reaction to the "haze gray and underway" syndrome. Whatever apprehensions I may have packed in my sea bag and brought with me to *Midway* have, for most part, been replaced by a number of more positive feelings and attitudes; among them are pride, sense of belonging and increased self-confidence. I'm not about to try to convince anyone that shipboard duty for anyone, particularly a senior person with little or no previous sea time, is anything more than what it is. But it is possibly the most eye-opening, challenging and rewarding tour of duty available.

Eye-closing might be a better way to describe my first experience aboard *Midway*. Take my word for it, you've never lived until you thought you were going to die trying to "trap" onto an aircraft carrier in the middle of the Indian Ocean.

The first thing I ran into was the realization that I had to be a sailor first and a professional in my rating second. I'd said that in the past but never really understood or believed in it. I do now.

I learned what standing a watch is all about—the last duty section watch I had stood was in 1969. I also learned, rather painfully, about the Navy's supply and 3M systems.

I'd been aboard about 36 hours when a rather colorful and somewhat verbose sen-



ior chief boatswain's mate tracked me down in the television studio.

"Are you this JOC Kingfisher?"

"I think so," was the best I could do under fire.

"Shut up and listen." By now he had my attention. "I'm the 3M coordinator on this ship and your television studio is a mess." Then he got nasty. "If you don't get your quarterly cycle updated, rewrite the EGLs, follow up on your SPMIG & LOP. . . ." He continued, but I was lost in the sea of acronyms.

I had to learn and become qualified in shipboard damage control—a major evolution aboard an aircraft carrier. Nothing at sea is as important as knowing how to react in emergency situations (they do happen). While I don't have to be an expert at damage control, I did have to learn what it's all about and how to carry my share of the load.

I determined early on that I was much better off admitting my limitations than pretending to know what I didn't. On a ship, blowing smoke will not only eventually catch up to a person, but can cost a shipmate a stripe or two, a career, or even a life.

Workaholics love sea duty. I used to think I put in long hours: "Hey boss, give me a break. I worked (heaven forbid) 12 hours yesterday and six days last week." Underway, the norm is 16–18 hours a day, *everyday*. And that's not measured in weeks, but from one port to the next. I can no longer sleep more than five hours at a time. Mix this daily routine in with 111 straight days at sea (101 on Gonzo Station), and I have a new definition for the word "work." Incredibly, even with this many hours in my workday, I never seem to have enough time to do all that is expected of me.

It was handling the workload (I could work until I dropped, but I could never seem to complete the job) that proved to be my toughest challenge. Quantity is the key factor, but it by no means relieves me of my obligation to turn out quality products. I learned quickly in this tour that there are only two deadlines for any and

all projects on *Midway*—now and yesterday. Of all the definitions of "Midway Magic" I've heard, I tend to lean toward this one as my favorite:

*Midway Magic is the ability to replace the statement, "There's no way in hell you can expect me to do that with this many people in that amount of time," with a simple "Aye, aye sir, we'll get it done."*

And you know, we somehow do get it done.

"Quantity over quality" hasn't caused me to lower my standards. Quite to the contrary, I've had to expand every military and professional skill I possess, and learn some new ones.

I consider myself quite lucky. I happen to work for a real live public affairs officer. Just like the engineering or the weapons officers do for their respective division chiefs, he's there to run interference—with the skipper, the XO, the admiral and any visiting VIPs—and has kept my you-know-what out of the fire more than a few times. Most importantly, though, he's a sympathetic ear when I get into one of my "I quit!" modes. His uncanny ability to maintain a very real and positive attitude, and find something good in everything and everybody, has no doubt helped me make it this far.

Although the public affairs officer pretty much runs the print media and public affairs part of the operation, that doesn't mean I'm limited to a single aspect of my rating. *Midway* is one of the most visited ships in the Navy, and I can expand my learning and experiences. From dependents' cruises to open houses, press/media embarks, tiger cruises and guest cruises, we do it all—not to mention writing press releases and putting together cruisebooks. I've hung out of helicopters to form up entire battle groups for photo exercises; served as a one-man mobile beach det, shuttling press and VIPs back and forth via chopper; and conducted countless tours.

A lot of what I think I should know as a senior journalist and sailor, I will know after this tour at sea. That's probably the most positive aspect of being underway.

Also on the plus side is a very real and well defined chain of command; I find it a rather refreshing change of pace.

Other benefits include some terrific liberty ports (since I've been aboard, *Midway* has visited Singapore, Thailand, Korea, Hong Kong and the Philippines), sea pay, and a more highly defined sense of belonging and unit pride. And selection boards place a great deal of importance on sea duty, continued educational advancement and surface warfare qualification.

On the other hand, I can't think of a more gut-wrenching pain than having to say good-bye to my wife and sons, knowing I won't see them for months. However, the separations my family and I have endured have brought us closer together. But I will never get used to leaving my family.

I guess that about covers the good, the bad and the ugly of shipboard duty for a senior enlisted person. A couple of years ago, if someone would have told me that the "good" somehow manages to outweigh the "bad" and the "ugly," I might have said what many of you are saying right now: "Go pound sand, Kinsfather."

But I have managed to survive the infamous "haze gray and underway" syndrome. And if I can, *anybody* can.

"Underway, shift colors." They're playing my song. If you'll excuse me, I'll take my leave now. Next stop—Yokosuka!

---

*Since reporting aboard Midway, Kinsfather has won the U.S. Forces Japan Public Affairs Award of Excellence, and has been awarded a Navy Achievement Medal, a second Meritorious Unit Citation, and his first Sea Service Deployment ribbon. He also has won a Chief of Information Merit Award and played a key role in Midway's winning an unprecedented sixteen Chief of Information awards and four Thomas Jefferson Awards for journalism excellence. He was recently selected for promotion to senior chief. □*

---

# Site 1 Holy Loch

On station and in action; a working example of forward-deployed repair ships

---

**J**ust after dawn the port city of Glasgow, Scotland, begins to stir, and the first ferries chug across the river Clyde. Imagine yourself, as if in a one-man helicopter, rising above the city and flying the river's northwest route toward the Irish Sea. As you soar up river, a string of small towns dots the riverbank to your left. Your view of the opposite shore is dominated by a breathtaking expanse of lush green countryside.

About 15 minutes into your flight, a faint glimmer of light catches your eye and you veer right, positioning yourself for a better look. You hover just above the mouth of a small inlet, an eerie scene before you. The placid body of water is about one mile wide, three miles long and bounded on three sides by towering green hills. A low-lying fog bank pours down from the hills to form a translucent blanket over the water. The source of the light is obscured by the mist, but you can make something out—something big.

Your curiosity aroused, you slowly move in for a closer look. All you see at first is a murky image, but as you get closer familiar shapes—huge cranes, a ship's

mast—take form. Finally, you can see it.

Moored in the middle of the inlet with four submarines alongside is a repair ship with five massive cranes, two barges, and a floating drydock illuminated by flood lights. Together they form a haze-gray industrial island more than 1,500 feet long.

Welcome to Site 1 Holy Loch.

Loch is the Scottish term for an inlet or lake, and Site 1 is the abbreviated name of the Navy's Fleet Ballistic Submarine Refit Site 1. The 25-year-old site is the workplace of more than 1,600 Navy men and women, and a working example of forward deployed repair ships.

Site 1 is a composite of three commands—submarine tender USS *Hunley* (AS 31), floating dry dock USS *Los Alamos* (AFDB 7), and Commander Sub-







marine Squadron 14. Together they make up an afloat complex one crew member describes as an "industrial Las Vegas," available to customers 24 hours a day, 365 days a year. It operates at a relentless tempo that averages 23 submarine refits, 613,408 man-hours, and 9,400 repairs annually. An individual would have to work 80 hours a week for more than 145 years to clock as many hours.

Site 1 is the hard-working, no-nonsense world of the Navy's blue collar skills. A miniature shipyard juxtaposed with beautiful Scottish countryside, it is one of the Navy's most unique repair facilities.

\* \* \*

The scene is a busy office in *Hunley*. Lt. Cmdr. Bobby Cox, clad in khakis and a submariner's brown pull-over sweater,



Above: The U.S. Navy's Site 1 in Holy Loch, Scotland, includes submarine tender *Hunley*, floating dry dock Los Alamos and Submarine Squadron 14. Left: A welder aboard *Hunley*.

sits at one of seven desks around the room's perimeter. The former chief machinist's mate leans forward in his chair to continue his conversation with the engineer from one of the submarines. As they work their way through work requests, Cox finds a job the submarine can do itself, but only if it has the right man on board.

"This is not a job for a heavy-handed guy, this is a finesse job for a guy with patience," Cox says, drawing on his 20-plus years experience. The engineer nods his head and says he has the right person for the job, but he's still worried about getting the work done on time. "Don't worry about it," reassures Cox before sending the engineer on his way. "I'll be carrying a beeper so you can get hold of me if you run into any problems."

As SubRon 14's assistant materiel officer, Cox works with submarine commanding officers and engineers, and is one of several key players in the site's repair process. He is a link between submarines and the site, and the site and stateside organizations concerned with submarine repairs.

Cox and the six other men who staff the materiel office—two officers, two chiefs and two civilians—handle major repair projects and problem areas, which they call "hard spots." Problems aren't rare when every 10 days a submarine is scheduled to begin a 28-day refit, and three or four "customers" are alongside at all times. Site 1's plan of the day lists working hours as 9 a.m. to 4:30 p.m. Like many ships in the Navy, however, those hours represent the ideal rather than the real.

"With a submarine leaving every 10 days, weekends and holidays don't mean anything," says Cox. "We don't have weeks to work with, so when we get a tough problem everybody works until it's resolved."

To solve problems, Cox relies on the experience represented by the materiel office staff, plus all the assets of the tender. Additionally, three or four civilian shipyard teams are always on site for contract work. By no means is refitting a sub-



marine a one man show. At times it means getting people halfway around the world involved in finding solutions.

"Holy Loch has a long logistic support chain," says Cox. "We don't have all of the assets that you would find in a stateside site, but we get tremendous support from SubLant (U.S. Submarine Force, Atlantic). We have called them in an afternoon and they have had things turned on and



people flying out on the next thing moving."

When you ask about the frustrations that accompany the job, everyone in the office laughs. "Every day starts out fun. They just don't all end up that way," says Cox.

Just before noon, Cox makes his daily call to SubLant headquarters in Norfolk, and gives the person on the line an update on current repair projects. The very tech-





Sailors of Site 1 do it all when it comes to taking care of their submarines. It's a 24-hour job as they pour molten brass, use lathes, direct work crews and load supplies.

nical conversation lasts 15 minutes. Most of it sounds like code to a layman, but Cox's final words are in plain English: "We can fix everything over here except the crack of dawn."

The circumstances that allow Cox to make such a statement—and in most cases back it up—did not occur by accident.

The Navy realized the need for sophisticated submarine repair facilities in for-

ward-deployed areas around the time it established the first *Polaris* submarine squadron, SubRon 14, in the late 1950s. Keeping these strategic vessels within range of potential targets required a new philosophy in support facilities.

The concept called for ballistic missile submarines to receive support, including all repairs, from submarine tenders anchored overseas. It was in 1960 that Pres-

ident Dwight D. Eisenhower met with British Prime Minister Sir A. Douglas-Home and discussed positioning such a repair facility in British waters.

Holy Loch was selected because it provides easy access to the strategic waters of the eastern Atlantic, near the Soviet Union. The Navy's first ballistic missile submarines did not have the range of today's newer and more powerful *Trident* submarines that are within range of most potential targets as soon as they leave stateside home ports.

USS *Proteus* (AS 19), a converted attack submarine tender and the first *Polaris* missile support ship, took up residence in Holy Loch in March 1961. *Hunley* first relieved *Proteus* in January 1963, and over the years USS *Simon Lake* (AS 33), USS *Canopus* (AS 34) and USS *Holland* (AS 32) have also served tours in Holy Loch. With the aid of these repair ships, by 1985 more than 600 patrols had sailed from Holy Loch.

The logistics of an operation like Site 1 are staggering. The site relies on the local community only for perishables—milk, eggs, etc. Most other items, about 2,300 metric tons a year, come directly from the states via supply ships or by air. Despite its distance from suppliers, in 1984 the site was able to provide supplies and repair parts it needed 90 percent of the time, on time.

Last year, the site completed 35 post-patrol refits, 13 drydockings, two extended refit periods which took more than 50,000 man-hours, and 106 *Poseidon* missile-handling evolutions. This was in addition to 18 nuclear technical proficiency inspections, two defense nuclear surety inspections and 84 torpedo-handling evolutions.

Getting the enormous workload accomplished is an orchestrated effort between four work forces—*Hunley*, *Los Alamos*, submarine crews, and civilian technicians representing stateside shipyards and defense contractors.

The intricate relationship between work forces at Site 1 is evident in the weekly Wednesday afternoon meeting where the



squadron commander is briefed on all refits. All the key players attend, and they occasionally air their problems.

"Sometimes we go nose to nose and toe to toe with the guys from the ships, but that's usually gone in 10 minutes and we get back to the business of fixing ships," says Cox.

An opaque projector is the main tool in the formal and business-like meetings which are held in a small amphitheater aboard *Hunley*. Graphs and charts flashed on a screen illustrate the status of ongoing projects, as Lt. Cmdr. Jim Norton provides most of the accompanying narrative. He is the man in the hot seat when it comes to repair work at the site.

Norton is production management assistant for the repair department—an organization of more than 450 craftsmen who ply their trades in 10 specialized divisions. It's up to him to coordinate their work and ensure every refit is done on schedule. Norton—a soft spoken, brown-haired man with a creased brow and more than a few strands of gray—keeps all this going.

His job keeps him at work close to 12 hours a day, six days a week. It also puts him between a rock and a hard place. The rock is the repair needs of submarines. The hard place is his concern for his workers.

"It runs hot and cold out here," says Norton. "We'll go a period working fairly normal hours, then . . . like the last three months, we've had people working 12 on and 12 off. We have the people to do the work, but we can't do it without working people overtime. The jobs have to get done and we get them done."

When Norton looks back over his 21 years in the Navy and his days as an enlisted submariner, he can't help but laugh at his naivety.

"As a crew member on a submarine I always envied the people on tenders. I didn't realize how hard they work. Coming here was a real eye-opener," he says. "We wind up making and fabricating things you would task a shipyard with."

Norton depends on his 10 division officers to keep him abreast of every job and

potential "hard spot" at the site. They regularly meet around a large formica table in the repair department conference room, each with a computer printout of current work at the site. The printout is highlighted by key events—milestones in the repair process. Life at Site 1 is governed by key events.

When Norton calls out a job on the list,

whoever is responsible for the work responds with "ready to work," or "complete." If not, he better have a good reason why not.

Most of the division officers who answer to Norton are either limited duty or warrant officers. "You really couldn't take a bunch of young line officers and put them in this kind of job. They just don't







Opposite page: Sailors use the brow connecting a submarine and the dry dock. Top: A Los Alamos sailor emerges from his berthing space beneath the dry dock's waterline. Above: A hull technician customizes the dry dock's wooden supports. Left: Sailors and civilians go ashore after work.

have the experience," Norton explains.

Repair work at Site 1 is so challenging that it's difficult, if not impossible, for Norton to single out the hardest part of his job. He does know, however, that his job would be a lot more difficult if it weren't for the experience and professionalism of the people at the shop level.

"If they see a job that needs to get done,

these sailors will get it done," says Norton. "I've been around a long time and it still amazes me." A quick tour around the site offers an idea of the various skills required to do the job in this beehive of activity.

In the optical shop, a periscope is laid out for repairs. A half dozen or so technicians work on its various components in

a spotless environment.

Several decks below, in the heat and dirt of the foundry, two molders use what one chief says is "more electricity than it takes to power a submarine" to generate the 1,275-degrees Fahrenheit they need to melt brass. They are about to pour the molten material into a mold of a part—a part unavailable from any other source.

The press in the print shop clacks away among stacks of completed projects, as it whittles away at one of an estimated 250 print jobs per submarine in refit. The number sometimes rises as high as 450 with requests for items like damage control manuals, forms, ships logs, and photo-engraved tags for anything and everything.

In the technical library, a vast collection of manuals, blueprints and reference items for every system on every submarine in the squadron provides an information base for step by step work procedures used in submarine repair work. Quality assurance packages such as these outline safety procedures and help to avoid inconsistent workmanship.

In another shop, welders certified to work on nuclear power plants and associated components hone their skills in cubicles that limit their reach to 2 feet. Space is tight in a submarine, and practice makes perfect.

Machinist's mates and machinery repairmen in another shop use micrometers and other precision measuring devices to make their work accurate within thousandths of an inch. Precision is the key word in submarine repair work.

In the engine rooms, *Hunley's* engineers work around the clock, 365 days a year to provide the site with power, light, heat and air conditioning.

Over in the floating drydock, a crew of 200 uses World War II technology to lift submarines out of the water and make them more accessible to repair teams that descend on vessels like swarms of ants.

Fireman Gary Canary had no idea of what to expect when he first arrived at Site 1. "When I first got here they showed me around the valve shop, told me what





Above: Los Alamos undocks a submarine.  
Right: Site 1 sometimes looks more like a medieval castle than an industrial island.



my job would be, and then they said 'be prepared for hard work.' They weren't kidding," he says. "The work is hard as hell, but I enjoy it. It's exciting."

Others at the site share Canary's sense of excitement. Many of the people assigned there are returnees—some on their third tours. And if retention is any indication of whether people are willing to do the job, the facts speak for themselves. In July and August, overall retention at the site was higher than the standard set by SubLant headquarters.

At a point of land on the western shore of Holy Loch stands a stone tower erected in memory of those who lost their lives in World Wars I and II. One tarnished brass

plaque reads: "In honoured memory of the crews of H.M. Submarines *Snapper* — *Syrtris* — *Unbeaten* — *Unique* — *Untamed* — *Vandal* who sailed from the Holy Loch and failed to return. They saved others: themselves they could not save."

Less than a mile away, a ribbon of smoke rises from *Hunley's* stack as it sits in the loch with three submarines alongside. The floating drydock, floodlights still blazing against the morning mist, begins a slow decent to refloat one of its customers. Four hours later, a submarine that earlier looked impotent and vulnerable as it sat exposed in drydock, now only partially reveals the ominous black form representative of its silent and deadly force.

A light drizzle falls on the sailors in orange life vests who dot the black hump of steel that is topside on a ballistic missile submarine. After a brief stint alongside for finishing touches, the submarine will return to the quiet deep of the Atlantic Ocean—address unknown.

There is no accurate measure of how much sweat and dedication it takes to complete a submarine refit, but at Site 1 they give whatever it takes. The job gets done every 10 days—like clockwork. □

—Story by JOI(SW) E. Foster-Simeon  
—Photos by PH1 Perry E. Thorsvik



# Grappling with the Scots

Every August, thousands of bagpipers, highland dancers, athletes and spectators descend on the village of Dunoon, Scotland, for the Cowal Highland Gathering—a competition of traditional Scottish events. Among 1985's kilt-clad competitors was Mess Management Specialist 1st Class Robert Toole. As co-winner of the McPherson Challenge Cup, he shared “best wrestler” honors with a local Scotsman.

Toole formed a shipboard wrestling team in 1977, during his first assignment at Site 1, and was later invited to wrestle with the Scottish national team. Since then he has won the McPherson Cup four times and has wrestled throughout the United Kingdom.

But what do the Scots think of American participation in their games?

“Toole is one of the best wrestlers on the team,” says Wullie Baxter, former Scottish national wrestling team coach. “We’re pleased to have them (Americans) here. They’re a good group of boys.” □



Fans shield themselves from the rain while a young bagpiper competes and MS1 Robert Toole (right) wrestles Scottish style. Above: EM2(DV) Richard Binder and Toole flank former Scottish national coach Wullie Baxter.

# “Corpsman Up!”

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Mortar rounds shake the land and the stillness of the woods is shattered. The roar of machine gun fire mixes with staccato bursts from M-16s. Within seconds, the moans of wounded are added to the din.

“Corpsman up!” someone yells, and a young Navy hospital corpsman crawls on his belly toward the cry.

If anyone had told this man when he joined the Navy that he would be working with the Fleet Marine Force as a line company corpsman, he probably would have laughed. “I’m not joining the Marine Corps, I’m joining the Navy,” he would have argued.

But now, his Navy uniform traded in for Marine cammies, he’s at the Field Medical Service School, Camp Johnson, N.C., training with Marines under battle conditions. He has learned that it is Navy corpsmen who treat combat-wounded Marines in the field.

“We’re in the business of training hospital corpsmen and dental technicians for duty with Fleet Marine Forces,” says Cmdr. Robert Adams, executive officer of

FMSS. “During the five-week course, we teach field medicine, field operations and how to survive in a combat situation. And we try to make the training as realistic as possible.”

“This training is just a foundation to build on,” says Chief Hospital Corpsman Paul Herman, field operations chief. “There is no way we can teach them everything in just five weeks. We’re not trying to make them into Marines, either. We’re just trying to show trainees what a Marine has to do, both physically and mentally, so the corpsmen can understand him in the field.”

The 32-member staff consists of Navy hospital corpsmen and Marine Corps instructors. The corpsmen teach medical skills, and the Marines cover military aspects. These instructors face their own set of challenges.

“Our biggest problem is that the majority of our students are not volunteers (for Fleet Marine Force duty). They are ordered here,” Adams says. “More than anything else, we motivate them and give them a little self-confidence. It all comes

**A hospital corpsman carries a “casualty” out of the smoke-filled woods of Camp Johnson, N.C.**







“We try to teach them that they can do more than they think they can.”

together during field week.”

After three weeks in the classroom, students face field week, the most realistic part of their training. It's an intense four-day period where they put their classroom training into practice. They apply battle dressings, maneuver through the brush on patrol, and support attacks on fortified positions. They get a taste of just about everything they would face in real combat situations.

Throughout the week, students run, jump, crawl and climb the obstacle course. With training, they go over logs, under barbed wire and through smoke. They don't go it alone, however. Navy Capt. Robert Cote, the school's commanding officer, always does it first. Why?

“There is a lot of apprehension in these young kids' minds. The staff members here have to act as positive role models and must lead by example. We show them we can do what we ask *them* to do. If they see a 52-year-old guy out there doing it, they figure they can do it,” Cote says. “We try to teach them that they can do more than they think they can.”

The obstacle course isn't the only challenge facing these young corpsmen. The final day of field week is a medical overload exercise, where students act as line company corpsmen—the first ones to reach the wounded—and treat a variety of injuries. Under a hail of simulated enemy gunfire they must reach the wounded any way they can—usually on their bellies. Their priorities are simple: apply first aid . . . without getting killed. They bandage wounds and summon litter bearers to take the injured from the battle field. That done, the corpsmen—often working independently but sometimes as teams—







Realistic training at FMSS means attacking fortified positions and crawling under barbed wire.



“In a war, you are going to have people die on you, no matter what you do. That’s part of war. But you’re going to have more die on you if you don’t do anything.”

crawl to other calls for “Doc.”

When all casualties are treated, the class assembles for a critique by instructor Chief Hospital Corpsman Ray Deblieux. He pulls no punches.

“In a war,” he says, “you are going to have people die on you, no matter what you do. That’s part of war. But you’re going to have more die on you if you don’t do anything.”

After the critique, the students switch roles, some ending up as casualties, others as line company corpsmen. The remainder are litter bearers who haul the wounded out either on stretchers or on their backs. This continues for the next several hours, until everyone in the class has had the chance to be “Doc.”

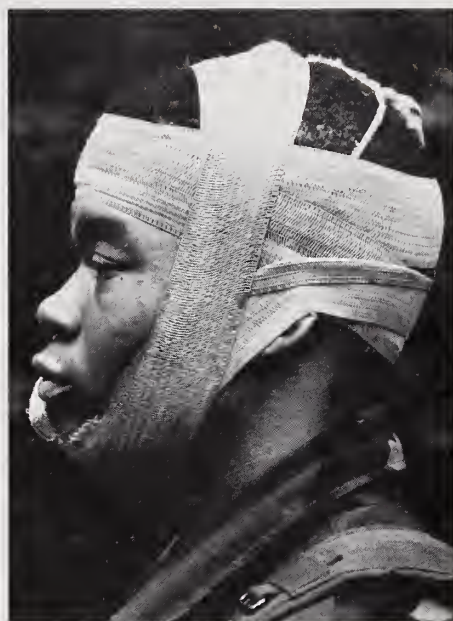
According to Master Chief Hospital Corpsman J.J. Whimple, once hospital corpsmen earn the title “Doc,” a Marine will do anything he can for them. It’s a special relationship—one bonded by blood and mutual respect.

“A corpsman has to move under fire, while everyone else is down. The first time is no problem, but it’s a gut check every time after that,” Whimple says.

During his 35 years in the Navy, Whimple has seen action in Korea and Vietnam. Like many who have seen combat duty as line company corpsmen, he wears the Purple Heart on his uniform—an award for which he has a practical explanation.

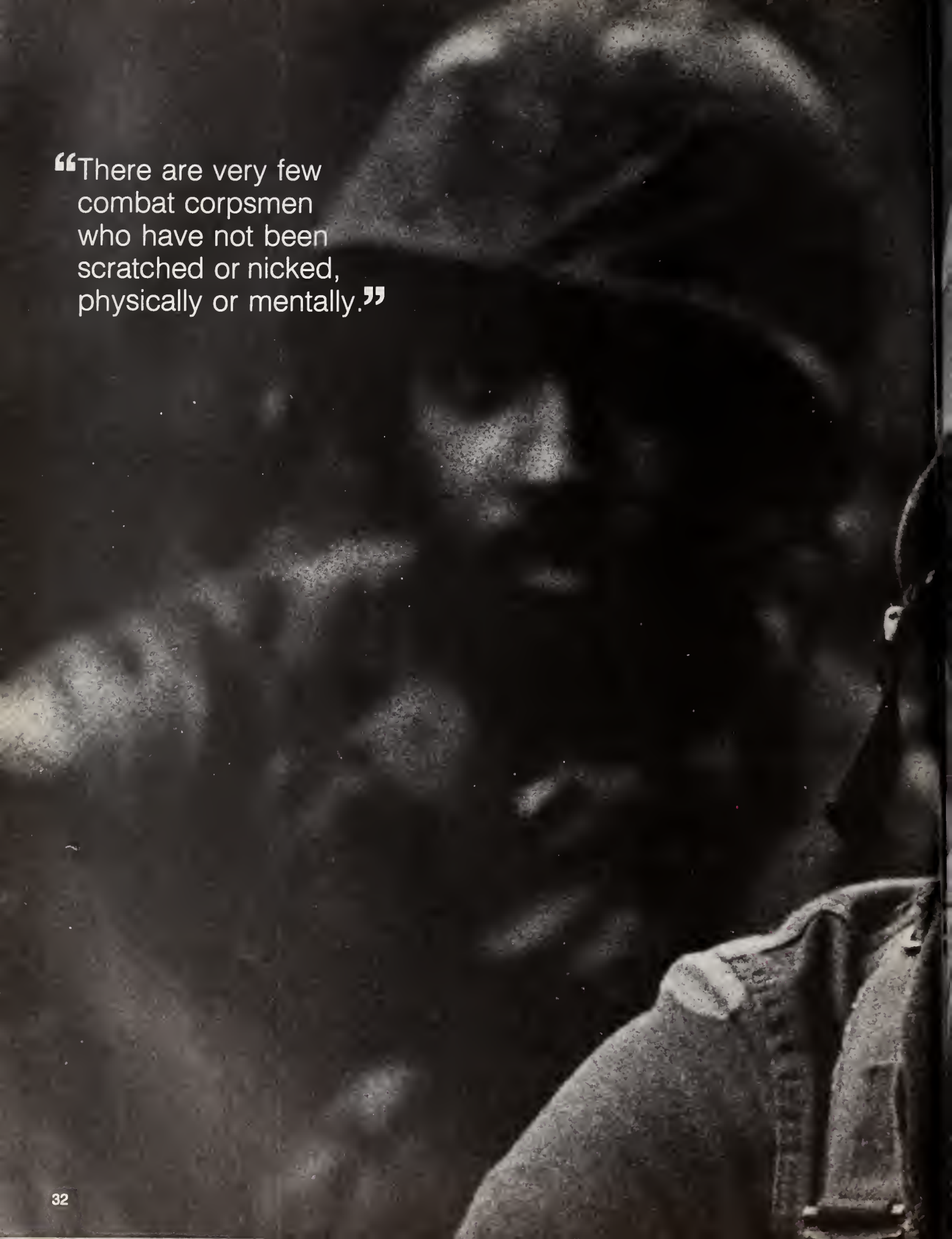






FMSS students practice first-aid techniques on each other.





“There are very few  
combat corpsmen  
who have not been  
scratched or nicked,  
physically or mentally.”







“Once hospital corpsmen earn the title ‘Doc,’ a Marine will do anything he can for them. It’s a special relationship—one bonded by blood and mutual respect.”

“You can’t get your head and your butt in a helmet at the same time,” he says. “There are very few combat corpsmen who have not been scratched or nicked, physically *or mentally*. (Combat for corpsmen) is 99 percent boredom and 1 percent petrifying fear.”

But how do you train a man to risk his life for another? You don’t.

“All hospital corpsmen are volunteers (for their rating),” Adams says. “They want to be hospital corpsmen, so they have some feel for the treatment of their fellow man, the caring of the sick and injured. That element of caring is already there. And I guess we play on that a little bit. We tell them: ‘Doc, you’re special.’ And they are, they really are.”

“In the classroom,” he says, “we have the names of all the hospital corpsmen Medal of Honor winners. There are quite a few, and we speak about that a lot. Many of our staff members have been there—Beirut, Grenada. All their lectures are interlaced with some personal experiences, and that makes a difference to the students.”

“We just hope to give them enough that when they are in that life and death situation, they simply rise to the occasion and do what has to be done.” □

—Story and photos by PH1 Perry E. Thorsvik







Students take a brief rest after several hours of treating and carrying the wounded.



# Midshipmen

## foreign exchange cruise



Story and photos by JO1 Dan Guiam

A Japanese midshipman on the bridge of USS *Blue Ridge* (LCC 19) and a U.S. sailor signaling with semaphore flags from the bridge of JDS *Shirane* (DD 143) became familiar sights during a midshipmen foreign exchange sistership cruise last summer. The cruise focused on maritime skills and tactics, and on cultural exchanges between the midshipmen from both countries.

The sistership tie between the two ships lies in their status as flagships. *Blue Ridge*, homeported in Yokosuka, Japan, is flagship for Vice Adm. Paul McCarthy Jr., commander of the U.S. 7th Fleet. *Shirane* is the flagship for Japanese Vice Adm. Nagakazu Nouzu, commander of Japan's Fleet Escort Force.

"This year's cruise was outstanding," said Cmdr. Iver J. Rivenes III, operations officer aboard *Blue Ridge*. "We have a mutual defense agreement with Japan, and this type of joint operation naturally enhances our ability to operate together."

U.S. midshipmen are selected from hundreds of applicants from the U.S. Naval Academy and Naval Reserve Officer Training Corps units. The annual exchange program gives first class midshipmen the chance to go overseas to gain a better perspective and understanding of their counterparts, both militarily and culturally. It's one of the summer training

programs the Navy offers to prepare midshipmen as future officers.

"I think it's an outstanding program," said Joel Peterson, a midshipman from the University of Virginia, Charlottesville, Va. "It gives us the opportunity to see other countries' maritime services, but most importantly, it allows us to see the U.S. Navy better through the contrast."

Midshipman Ron Wisor from Cornell University, Ithaca, N.Y., said, "It gave me the opportunity to travel, meet other people and do things to advance my military career rather than just stay home and do the usual things."

The cruise operated in two phases—under way and in port. Under way, the American and Japanese sailors conducted joint exercises in seamanship, communications procedures, anti-air warfare, anti-submarine warfare and tactical maneuvers. Each sailor became familiar with the other ship's techniques and learned how to develop common procedures. Shipboard duties included standing bridge watches, and standing watches in the combat information centers and in the engineering spaces.

The in-port phase dealt with community relations and a cultural exchange. "The sight of Japanese and American ships pulling into a port simultaneously and the close camaraderie shown by everyone gave the

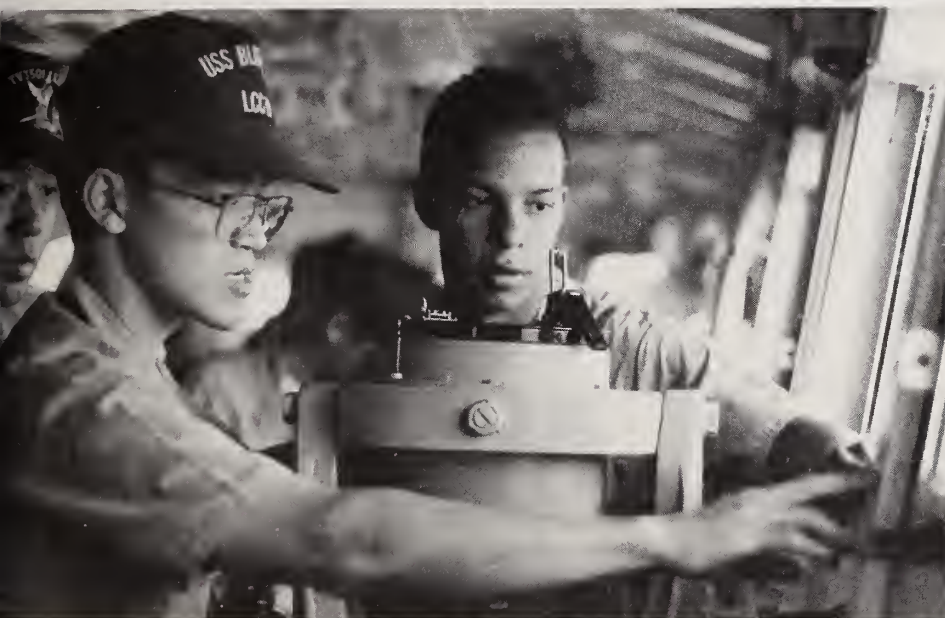


Top: USS *Blue Ridge* (LCC 19). Above: Tugboats lead Japanese helicopter destroyer *Shirane* (DDH 143) to the pier in Sasebo.





Left: U.S. and Japanese midshipmen leave a ferry boat to visit the Japan Maritime Self Defense Force Officer Candidate School on Eta Jima. Below: U.S. midshipmen are briefed on their visit to Eta Jima. Bottom left: Japanese and U.S. midshipmen on watch aboard *Blue Ridge*. Bottom right: Midshipmen swap "sea stories."



townfolk a better understanding and awareness of what we're doing," said Capt. Akira Katoh, *Shirane's* commanding officer.

Personnel were exchanged on a regular basis so that Japanese and American crew members could gain firsthand experience on board the other country's vessel.

"Japanese breakfast seems to be an ordeal for most Americans," said Electronics Technician 1st Class Mitsuro Kubota. "We typically eat plain white rice, some soy pickles and a bowl of hot miso (soy

bean curd) soup for breakfast. On the other hand, Japanese sailors on *Blue Ridge* who are not accustomed to fried eggs, toasted bread and sausage may also find the meal less appetizing.

"We also do our own laundry," Kubota said. "There's no such thing as a ship's serviceman in Japan. So the Americans have to bring their own scrub brushes and detergent for doing laundry while on a Japanese ship. For the Japanese embarking on *Blue Ridge*, of course, it will be a big break. What counts, though," Kubota

said, "is the opportunity to learn how each other operates."

According to Cmdr. William K. Cox, *Blue Ridge's* executive officer, there was no language barrier. "The Japanese make a large effort to learn the English language. And, as usual in any joint exercise, we use standard operating procedures which are well understood by all."

The future U.S. naval officers spent a considerable amount of their time on *Shirane* and a couple of days on the island of Eta Jima to see how their counterparts were



# Midshipmen



groomed to become officers.

"Their training is very similar to ours, but it's more physical," said Clark Friese. A midshipman from the U.S. Naval Academy. "A Japanese midshipman, for example, is expected to swim eight miles in the open ocean prior to his commissioning."

"Japanese midshipmen are generous and friendly," said U.S. Naval Academy Mid-

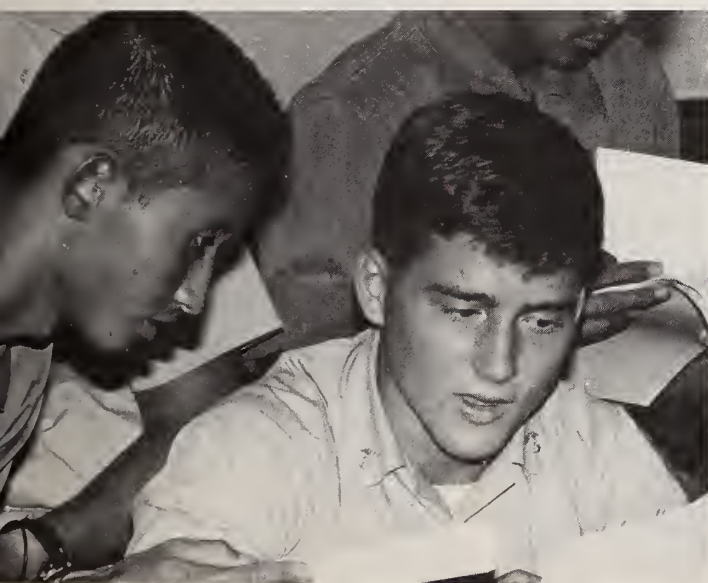
shipman Louis Feuchtbaum. "Professionally, they are dedicated. Their training is spartan and demanding. I think we could benefit by following their example and return to real military training."

The cruise also gave the midshipmen and crew members of *Blue Ridge* a chance to visit Kure, Kagoshima and Sasebo, where they explored more regions of Japan and got to know the Japanese people





Cultural exchanges between U.S. and Japanese midshipmen and sailors include a swimming competition, the "bon" dance, a sendoff from the Japan Maritime Self Defense Force band, a concert by Blue Ridge's "Orient Express" rock group led by MU1 Tony Tessitore, practicing songs, and exchanging names and addresses.



and their culture. American midshipmen also took part in a traditional Japanese tea ceremony and saw a demonstration of Japanese martial arts.

Feuchtbaum cited a song festival as one of many moments to remember. "The Japanese and American sailors alternated, singing songs from their respective countries. Suddenly, the Japanese began singing 'My bonnie lies over the ocean!' We

couldn't have felt more welcome."

Coxe said, "It's just like living in Japan. We exchange professional ideas with our counterparts and with the community to foster friendship between the U.S. and Japan. The program is an ongoing thing, and not only during the summer months when the *Blue Ridge* and *Shirane* steam together. *Blue Ridge* and *Shirane* are sister ships all year-round." □

*Guam is assigned to the 7th Flt PA Rep., Subic Bay, R.P.*



# Bearings

## Sailor wins Karate tournament



A boiler technician from USS *Ponce* (LPD 15) won two first place trophies in the Metropolitan Open Karate Championship Tournament held recently in Plainfield, N.J.

BT2 Bruce E. Jones said winning is nice, but there is more to sports than just awards. "It brings me a great deal of peace of mind. Karate requires a lot of physical and mental training. You're tested to your limits, and that's what I believe helps me with my job in the Navy. Karate develops a great deal of concentration and precision. The more you work your mind the more it grows."

Jones demonstrates his award-winning karate style.

A brown belt, Jones studies under Master Fuguan Ali, a 7th-degree black belt. A native of New Jersey, Jones said, "I grew up in the streets. Karate is an excellent means of protecting yourself in a harsh environment like that."

Jones is very enthusiastic whenever anyone asks him about taking up karate. "I think it's a very good sport. It's good for your physical and mental health. It's also an excellent means of self-defense. I think everyone should have at least a basic knowledge of karate. Not everyone wins trophies, but everyone can have good health, peace of mind and a better awareness on the job." ■

—Story by JO3 Bud Kelly,  
USS *Ponce* (LPD 15)

## Valuable Navy training

John J. Lindsay, a chemical company salesman, failed to close any deals for his company one recent morning, but his bosses aren't complaining. Lindsay spent that morning giving a woman cardiopulmonary resuscitation, a technique he learned as a naval reservist.

Lindsay was on a sales call at Houston's World Tower Building when Michelle Villers was found unconscious in a restroom by an employee. Villers wasn't breathing and her skin was turning blue, but Lindsay kept her alive by administering CPR four times while awaiting emergency medical help. He credited his Navy training, which always stressed being ready to take action, as a key element in his life-saving act.

"My first cruise as a submarine officer convinced me that constant training is absolutely necessary," Lindsay said.

The Houston Naval Reserve Readiness Center, where Lindsay drills, provides reservists with training in a variety of areas, including CPR, every drill weekend. Michelle Villers is living proof of how such training is put to use.



Villers, now fully recovered, insists that Lindsay's actions saved her life. "If he hadn't known what to do, I wouldn't be here today," she said. ■

—Story by Lt. Dennis D. Case,  
NavResInfo, Det. 301, Houston.

### NEHC workshop

The Navy Environmental Health Center is sponsoring a free Navy Occupational and Preventive Medicine Workshop March 1-7, 1986, in Virginia Beach, Va. Professionals from fields in occupational health and preventive medicine are encouraged to attend and can receive medical education credit in the maintenance of certification points for certified industrial hygienists. For reservations contact Diane Best, Environmental Health Center, Naval Station, Norfolk, Va. 23511-6695; telephone: Autovon: 564-4657; commercial: (804) 444-4657. ■



## New security guard course

A new Navy security guard course at Naval Air Technical Training Center, Lakehurst, N.J., will teach how to counter the terrorist threat and how to protect shore installations during peacetime.

The four-week course will provide a balance of law enforcement and physical security instruction. The curriculum will cover weapons search and seizure, physical security, investigations, first aid and cardiopulmonary resuscitation, and report writing.

Instructors for the course were chosen from the master-at-arms, legalman, corpsman and gunner's mate ratings, as well as from civilian police departments and security personnel at naval bases.

The 50 students in each class will be E-4 through E-6 military members assigned to security billets, or GS-3 through GS-6 civilians in the 080, 083, or 085 series. Upon completion of the course, military students will earn a 9545 Navy

Enlisted Classification code and will be eligible for further security force training.

Some 2,500 students will be trained each fiscal year. ■

## New Direct Deposit System

By instituting the Direct Deposit System, the Navy has been able to cut costs and increase services to its members. DDS transfers pay and allowances directly into the bank account of an individual's choice.

DDS deposits paychecks from the Navy's Finance Center directly to an individual's account each payday. The old system, Pay Deposit Quicker, tasked local disbursing offices with mailing paychecks to an individual's account. All PDQ accounts will be converted automatically to the new program. DDS was started at shore activities in CONUS and Hawaii June 1985.

The advantages of DDS to the individual are many: guaranteed availability of funds on payday; twice monthly compu-

tations; avoidance of long pay and check cashing lines; no possibility of paychecks being held up in the mail, lost or stolen; continual pay while on leave or TAD; and no interruption of pay while transferring to new duty stations.

DDS also offers many advantages to the Navy. A payment processed through the DDS system costs approximately 3 cents per transaction, compared to the 24 cents per check cost under the current pay delivery method.

DDS, a voluntary program, is already serving about 100,000 Navy people. In addition to shore activities in CONUS and Hawaii, the Navy is looking into ways to implement DDS for ships and overseas installations.

To enroll, get a DDS sign-up form from your local disbursing office, have the form verified by your financial organization, then return it to your disbursing office.

You cannot start DDS while stationed overseas or aboard ship. However, if you are already enrolled in DDS and are transferred overseas or to a ship, you may continue to participate in the program. ■

## Fahrion helps Project Handclasp

USS *Fahrion* (FFG 22) sailors recently visited Guatemala to deliver Project Handclasp materials to a women's home and boys' orphanage in Guatemala City.

The sailors delivered clothes and a sewing center to the women's home where the sewing center replaced three old machines. At the boys' orphanage, sailors delivered medical supplies and toys. They spent three days painting the building and repairing the plumbing.

Ambassador to Guatemala Dr. Alberto Piedra and his wife accompanied the sailors to each stop to help present the materials.

Crew members sponsored shipboard tours for children from the Puerto Quetzal area, the U.S. Ambassador and Guate-



malan military officers. The crew also participated in soccer, volleyball and baseball games with a Guatemalan naval team. ■

*Fahrion* crewmen present a cake at the women's home. Behind the child is U.S. Ambassador Dr. Alberto Piedra.

# Bearings

## 'Greyhound' comes back to fleet



It may look the same and it may have the same name, but it's an entirely new airplane.

The Navy is 'reprocuring' the Grumman C-2A *Greyhound* aircraft used to carry cargo and passengers to aircraft carriers. Nineteen were bought in the late 1960s to replace the aging C-1 as the "carrier on-board delivery" or COD. The Navy has bought 39 more, and the first of those are now serving with Fleet Logistics Support Squadron 24, Naval Air Station Sigonella, Sicily.

The new aircraft will replace the C-2As, referred to as "SLEPs" because they've received "service life extension program" modifications. The new and the old aircraft are classified as C-2As, but the new planes fly faster, break down less often and are easier to fix.

Only VR 24 at Sigonella and VRC 50 at Cubi Point, Republic of the Philippines,

fly C-2s. Four other squadrons are slated to fly the new aircraft: VRC 30, Naval Air Station North Island, Calif., which now flies the old C-1, and VRC 40 in Norfolk. VRC 30 and 40, along with VR 24 and VRC 50, will get eight C-2As by fiscal year 1988. Two Replacement Air Groups, VAW 120 and 110, will get three each. There will be one extra aircraft for a total of 39.

"The single most important improvement is the more powerful engine," said Cmdr. William Meyers, VR 24 commanding officer. "It has a third more horsepower than the old engine, and that's important in the carrier environment. It has improved single engine capability."

The new C-2A also has improved navigation and communications equipment, is quieter inside, has a public address system and has more comfortable seats. Other improvements include a three-color weather

radar, an automatic carrier landing system and a 25 percent increase in payload capacity.

The new *Greyhound* is more cost effective. Through a unique multi-year contract, the Navy bought 39 for the price of 35, saving \$88 million. Also, improvements in the C-2A are expected to double flight time between system failures and cut maintenance manhours in half. Additionally, simple engineering changes have allowed some repairs to be made in half the time.

With all the changes, it is still a C-2 and will use components common to aircraft currently in the fleet, enabling the new planes to easily fit into fleet operations and maintenance routines. ■

—Story by Lt. Edward H. Lundquist,  
NAS Sigonella, Sicily



## Tennis, anyone? Well, not just anyone

Ivan Brixi, a seaman on board USS *Mahan* (DDG 42), recently played a tennis match against former world champion professional Bjorn Borg while *Mahan* was docked in Monte Carlo, Monaco.

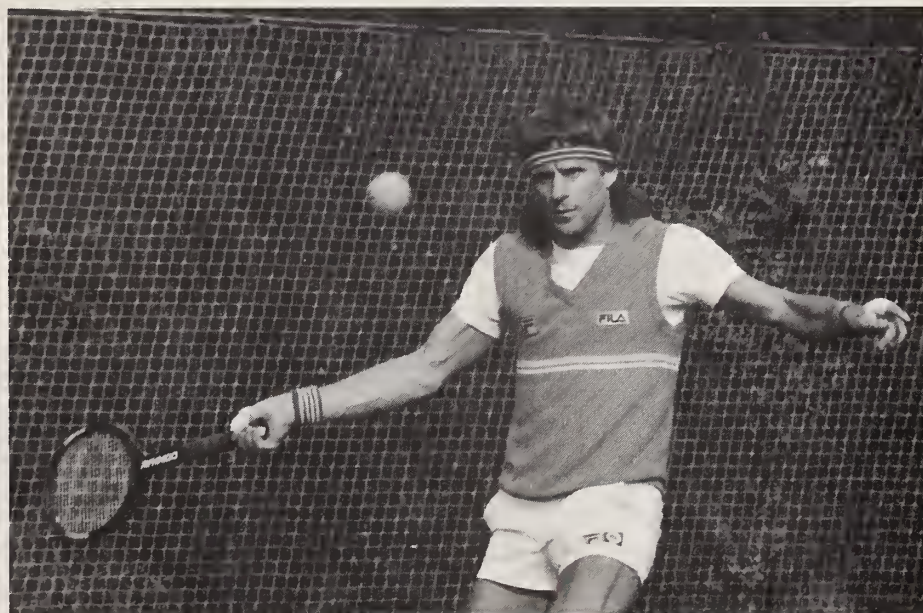
The match, which ended in a 2-6, 2-6 loss for Brixi, was arranged by *Mahan*'s sports officer and the Monte Carlo Country Club. Brixi, a native of Czechoslovakia, began training as a professional tennis player at the age of 10 and won his first championship at 12.

"Borg is the master of the baseline," he said. "He's very fast and makes no mistakes. The only hope you have against him is to vary your game and perhaps surprise him."

Brixi competed with players like Ivan Lendl until he was 18 years old. He continued playing tennis after he came to the United States, but stopped training because of a spinal injury from an automobile accident.

He enlisted in the Navy and does not plan to return to professional tennis. "When I finish something, I don't look back. The Navy holds my future now," he said. ■

—Photos by PH1 Gregory J. Troehler,  
USS *Yellowstone* (AD 41)



## NAS Willow Grove sponsors swimathon

NAS Willow Grove, Philadelphia, recently raised \$4,191 during its fifth annual swimathon for the American Cancer Society.

Fifty-two people swam for the event. Highest fundraisers were Mike Dyer, swimming 350 laps for \$1,801; John Fisher, swimming 50 laps for \$209; David Sandt swimming 44 laps for \$205; and

10-year-old Eric Sanford, swimming 100 laps for \$170.

Louise Hiliker, American Cancer Society volunteer and swimathon coordinator for the Philadelphia area, presented an achievement trophy to NAS Willow Grove Commanding Officer Capt. Thomas H. Hoivik. ■





# Bearings

## Home by way of MARS

"Any station stateside. Any station stateside. This is command ship *Coronado* standing by." During many nights at sea, those 13 words are broadcast from USS *Coronado's* (AGF 11) Military Affiliate Radio Station—MARS.

MARS is a network of amateur radio operators in the United States who team up with military radio stations worldwide. The system serves primarily as a communications link between the military and civilian disaster officials. MARS' secondary mission—helping U.S. military people contact family and friends back home—is the one most sailors are familiar with.

According to Signalman 1st Class Mike Fairless, one of five MARS operators on board *Coronado*, MARS operations are less complicated than many people think.

"First we call up until a stateside MARS operator answers," he said. "Once contact

is made, the stateside operator places a collect telephone call over normal telephone circuits." Sailors aboard ship pay only the price of a collect call from the MARS operator's stateside location to their home towns.

The only difference between a MARS call and a regular telephone call is that part of a MARS conversation is carried over radio frequencies. This works like a citizens band radio or walkie talkie conversation, including a requirement to say "over" after each message.

*Coronado* departed its Norfolk, Va., home port in September. Since then, the ship's MARS station has averaged 10 calls a night, with the help of stateside operators in Virginia, Nebraska, Florida and California.

"It's the best way to communicate with home while at sea," said Fairless. "It gives you a great feeling to be able to call home no matter what your location."

Signalman Seaman Charles VanVorst has firsthand knowledge of the value of MARS. After placing a call home to check

on his sick father, he said: "Dad's feeling much better now . . . it sure felt good calling." ■

—Story by JOC R. Lewis,  
USS *Coronado* (AGF 11)

## Navy firefighters aid neighbors

Firefighters from NAS Meridian, Miss., were called by local firefighters to help control an oil storage tank fire in nearby Gilbertown, Ala., recently.

Firefighters had been battling 10,000 gallons of burning crude oil for about 12 hours with a limited water supply. Meridian firefighters took a 750 gallon pumper and five gallon cans of foaming agent to the site. The men fought the fire for another nine hours before the fire was under control.

Paul Jenkins, mayor of Gilbertown, said, "We realize the risk that was involved in the work that you did during this time, and your unselfish generosity will never be forgotten." ■

## NMCB 1 named "Best of Type"

U.S. Naval Mobile Construction Battalion 1 at Construction Battalion Center, Gulfport, Miss., has been named "Best of Type" for the Atlantic Fleet seabees for fiscal year 1985.

During the competition period, NMCB 1 completed a six-month deployment to the Far East with construction sites in Japan at Sasebo, Fuji, Iwakuni and the island of Okinawa; Adak, Alaska; and Yap, one of the Caroline Islands in the Western Pacific.

A battalion is judged on construction achievements; administrative and operational performance; professional and military training accomplished; and performance on official inspections.

This year marks the first time since 1981 that NMCB 1 has received the award. ■



USS *Caloosahatchee* (AO 98) celebrated its 40th birthday last October. Commissioned Oct. 10, 1945, the *Cimarron*-class oiler was "jumbo-ized" in the mid-1960s adding more than 150 feet in length and increasing cargo capacity. ■



## Double duty detachment

Lt.Cmdr. Charles Hilton is quite pleased with his new assignment and talks about it with pride. He's the officer-in-charge of an unusual helicopter detachment.

Helicopter Combat Support Squadron 1, Detachment 6, is permanently deployed aboard the 7th Fleet flagship USS *Blue Ridge* (LCC 19). Part of its mission is to provide official transportation for Vice Adm. Paul McCarthy Jr., commander, U.S. 7th Fleet.

"Our role can be compared to the service provided to executives of commercial organizations," says Hilton. His detachment flies the admiral to official meetings and functions ashore, and on visits to ships at sea.

*Blackbeard Zero One*, the admiral's official helicopter, has logged more than 10,300 flight hours since it first unfolded its wings in 1960. Hilton says the converted SH-3G anti-submarine warfare helicopter is expected to continue service into the 1990s.

Although sonar equipment was removed and the helo's modified interior is similar to a commercial aircraft, *Black-*



*beard Zero One* is always prepared to respond to the Navy helicopter's traditional role as a search and rescue aircraft.

Says Hilton, "It's always a challenge meeting a rapidly changing schedule. We have to be extremely flexible, able to respond on short notice, and still maintain our capabilities as a SAR platform." ■

—Story by JO1 Dan Guiam,  
7th Flt. PA Rep., Subic Bay, R.P.

## 1985 Young Marine of the Year

Scott P. Barton, son of Senior Chief Aviation Machinist's Mate Richard and Donna Barton of Greenland, Pa., is the Young Marine of the Year for 1985.

The Young Marines is a youth organization similar to the Naval Sea Cadets and Boy Scouts. Members are boys and girls ages 8 to 17. Sponsored by the Marine Corps League, the purpose of the Young Marines is to promote character and discipline in youngsters, as well as develop the responsibility of good citizenship.

A letter from Congressman Peter H. Kostmayer read: "It is a personal honor and privilege to represent the first National Young Marine of the Year from the Commonwealth of Pennsylvania."

Scott is the senior enlisted man for the Young Marines All Division Detachment at the Naval Air Development Center, Warminster, Pa.

The senior Barton, an assistant safety officer at the air development center, is a major in the Bucks County detachment and also is their paymaster. He and his son joined the Young Marines three years ago.

Young Barton, a ninth grade honor student, hopes to attend the U.S. Naval Academy after graduation. "He wants to be a pilot," his father said. "Right now he's taking lessons for his private pilot's license." ■

## Galley dedicated

The enlisted dining facility at NAS Meridian, Miss., was dedicated recently to the memory of Marine Lance Corporal Roy M. Wheat of Moselle, Miss., who covered a land mine with his body to save fellow Marines during the Vietnam War. He was posthumously awarded the Medal of Honor.

The Roy M. Wheat Galley will serve Navy and Marine Corps enlisted people. A plaque dedicating the facility was mounted outside the galley and a shadow box of Wheat's medals was mounted inside. ■

## Iowa wins cup

USS *Iowa* (BB 61) recently received the Battenberg Cup as the best all-around ship in the Atlantic Fleet for fiscal year 1984.

Adm. Wesley L. McDonald, then commander in chief, U.S. Atlantic Fleet, presented the award. McDonald said the crew excelled in battle efficiency competition, operational readiness, morale, leadership, administration and community service.

*Iowa* claims the Battle Efficiency award along with nine departmental efficiency awards, as well as an impressive retention record. *Iowa* has also been nominated for Commander, Naval Surface Force, U.S. Atlantic Fleet's anti-surface warfare mission area award and Navy Safety Award.

In 1984, *Iowa* was deployed in the Atlantic, Caribbean and Pacific waters, steaming 15,411 miles and visiting 10 countries. ■





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## Battle for Leyte Gulf

In your article on the Battle for Leyte Gulf, you state: "Every weapon in the naval warfare except mines, was used . . ." Please verify this most audacious claim. The destroyer USS *Ross* (DD 563) was struck by two magnetic mines in the opening phase of the Battle of Leyte Gulf.—Anthony R. Mills, USNS *Navavota* (TAO 106), Yokosuka, Japan

• *Nice try, but if you check volume six, page 159 of the Dictionary of American Naval Fighting Ships, you will find that USS Ross struck two mines on Oct. 19, 1944; the Battle for Leyte Gulf did not begin until the 23rd. Naval historian David Howarth's book, Famous Sea Battles (page 166, para. 1) is the reference source for our statement on mines in relationship to this historic naval engagement.*—Ed.

## Reunions

• **USS Walter B. Cobb (ADP 106)**—Reunion for crew members who served between 1951–1955. Contact James Plough, Route No. 1, Box 89, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Galveston (CLG 3)**—Planning a reunion. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS Lansdowne (DD 486)**—Reunion April 29, 1986, Orlando, Fla. Contact Richard

C. Inghram, Church & N.E. 2nd St., Box 326, Morning Sun, Iowa 52640; telephone (319) 868-7951.

• **USS Ommamey Bay (CVE 79)**—Reunion April 24–27, 1986, Mobile, Ala. Contact Raymond A. Gensler, 3494 Hunters Lane, Appleton, Wis. 54915.

• **Association Naval Aviation Symposium/Convention '86**—75th Anniversary of Naval Aviation May 6–11, 1986, Pensacola, Fla. Contact Capt. W.J. Ruefle, USN-Ret., 3837 Madura Road, Gulf Breeze, Fla. 32561; telephone (904) 932-9168.

• **PBM-Martin Mariner**—Reunion with ANA symposium May 6–11, 1986, Pensacola, Fla. Contact Frank Dunigan, 1106 Brantin Road, Wilmington, Del. 19803; telephone (302) 478-3159.

• **USS Columbia (CL 56)**—Reunion May 1–3, 1986, Columbia, S.C. Contact Fred Hickman, 3038 Sedgfield Road, Roanoke, Va. 24015.

• **USS Chicago (CA 29, CA 136, CG 11, SSN 721)**—Reunion May 15–18, 1986, Norfolk, Va. Contact M.E. Kramer, 41 Homestead Dr., Youngstown, Ohio 44512.

• **USS Milwaukee (CL 5)**—Reunion May 19–23, 1986, Las Vegas, Nev. Contact Albert E. Hensley, 29 Roman Ave., Staten Island, N.Y. 10314; telephone (718) 761-8925.

• **USS Biloxi (CL 80)**—Reunion May 14–17, 1986, Sarasota, Fla. Contact Hugh A. Eubank, 6517 Royal Woods Dr. S.W., Fort Myers, Fla. 33908.

• **U.S. Naval Armed Guard**—Reunion May 22–24, 1986, San Francisco. Officers, radiomen, signalmen, gunners and World War II veterans are welcomed. Contact Leonard W. Carlson, 5894 N. St. Albans St., Shoreview, Minn. 55126.

• **All Navy reunion and golf tournament**—May 27–31, 1986, Las Vegas, Nev. For all sailors, Marines and Coast Guardsmen. All golfers contact Mel Fraagassi, USS Phoenix, 1316 Linden Ave., Deerfield, Ill. 60015.

• **International Naval Reunion & Jamboree**—May 27–31, 1986, Las Vegas, Nev. To include all individuals who served in the Pacific from September 1939–1945 with navies from Australia, Canada, Great Britain, New Zealand and United States. Contact International Naval Reunion/Jamboree Hdqtrs., 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Whipple, USS Pecos, the Covered**

**Wagon Association**—Reunion May 28–31, 1986, Las Vegas. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **LST 59**—Reunion June 6–8, 1986, Pittsburgh. Contact John P. Logue, 18 E. Marthart Ave., Havertown, Pa. 19083; telephone (215) 449-4023.

• **USS Ludlow (DD 438)**—Reunion June 11–13, 1986, Washington, D.C. Contact R.P. Javins, 537 Clark's Run Road, LaPlata, Md. 20646; telephone (301) 934-8955.

• **USS Minneapolis (CA 36)**—Reunion June 25–28, 1986, San Diego. Contact Donald J. Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **USS Miami (CL 89)**—Reunion June 27–29, 1986, Charleston, S.C. Contact Betty Duff, 9 Driftwood Lane, Box 2200 Ocean Pines, Berlin, Md. 21811.

• **USS Leary (DD 158)/USS Schenk (DD 159)**—Reunion June 1986, Providence, R.I. Contact Thomas J. Johnson, 141-A W. Maryland Ave., Aldan, Pa. 19018; telephone (215) 284-2891.

• **USS Ashland (LSD 2)**—Reunion July 1986 in Cincinnati. Contact John D. Tschaepe, 906 W. Loire Court, 3-C, Peoria, Ill. 61614.

• **USS Belle Grove (LSD 2)**—Reunion July 11–12, 1986, Cincinnati. Contact Joe W. Bledsoe, 194 Pinegrove Dr., Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **USS Flint (CL 97)**—Reunion July 31–Aug. 3, 1986, San Francisco. Contact Mrs. Ormond W. Smith, 6501 Yale Road, Apt. 204, Westland, Mich. 48185.

• **USS Twining (DD 540)**—Reunion July 24–27, 1986, San Diego, for crew members who served between 1943–1971. Contact Bruno Campagnari, Route 2, Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **Naval Air Transport Squadrons, Inc.**—Reunion Aug. 17–22, 1986, Washington, D.C./Annapolis, Md. Contact Victor Kish, 12716 Silver Lane, Sugar Creek, Mo. 64050.

• **USS Mansfield (DD 728)**—Reunion Aug. 14–16, 1986, Philadelphia, for crew members who served in World War II, Korean War and Vietnam War. Contact Samuel Knable, 819 Bergen St., Philadelphia, Pa. 19111; telephone (215) 722-2574.

• **USS Conner (DD 582)**—Reunion Aug. 20–25, 1986, Providence, R.I. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708.

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# Turning back the hands of time

Story and photos by JO1 Dan Guiam

Daniel J. Godsoe is a living legend. Talking to him is like turning the pages of a U.S. Navy history book, say his many friends and acquaintances at the U.S. Navy's Fleet Activity, Sasebo, Japan.

The 83-year-old retired lieutenant, a Natick, Mass., native, saw the growth and transformation of the U.S. Navy into a modern fleet, and watched the Navy build up in Sasebo.

"I joined the Navy Jan. 4, 1919, at a time when the sea service was shifting from hammocks to bunks. The enlisted were getting lockers for the first time," he said.

Godsoe spent most of his Navy tours in the Asiatic Fleet, now known as the Pacific Fleet. He first went to Japan in 1923 when the storeship USS *Vega* (AK 17) made a humanitarian port visit to Tokyo.

"We off-loaded tons of relief goods which the city of San Francisco had collected for Tokyo's earthquake victims. Tokyo was a nightmarish sight. The great Kanto earthquake literally reduced the city and the nearby areas to rubble."

Before the Japanese attack on Pearl Harbor, Dec. 7, 1941, Godsoe and his shipmates aboard the heavy cruiser USS *Minneapolis* had just finished conducting battle readiness drills and were eating breakfast. The ship, a unit of the Hawaii detachment, was steaming 12 miles off Barbers Point.

"I was stunned when the ship's announcing system blurted out 'Air raid, air raid on Pearl Harbor,'" Godsoe said. "We immediately left the breakfast table and

went to war. We weren't shocked, and we weren't surprised. For us it was inevitable, although we thought it would start in a different way. The only real shock to us was the damage done to Pearl Harbor."

Godsoe, who climbed to officer rank from CPO, made his second visit to Tokyo shortly after World War II.

"The B-29 bombing raids had almost destroyed Tokyo," he said.

Then he found himself in another war in 1950. He was in Sasebo with the base's operations department when the Korean War broke out. Sasebo served as the principal supporting base.

"At one time, there were over 100 ships either anchored out or at the piers," Godsoe said. "Now only a handful of ships operate out of Sasebo."

After 34 years and seven months of active duty, Godsoe retired Aug. 1, 1953, and settled in Sasebo.

"The transition to civilian life was quite devastating," he said. "From a very capable and useful person, I felt I was no

longer needed. I missed the Navy very much."

The Navy offered Godsoe a job, and he ran Sasebo's "Fiddler's Green," the second largest enlisted club in the world, for the next 19 years.

"My retirement was more like being on shore duty," he said. "I still worked for the Navy, but I enjoyed sailing the high seas a lot more."

Godsoe now spends his time writing a column and feature stories for *Sasebo Soundings*, the base newspaper. He calls his column "Gleanings," which he said, are fragments of his naval career.

He left his home town when he joined the Navy 66 years ago. He went back in 1969 and was surprised to find it was still the same town he'd left. He plans to return there again, this time for good.

"I guess it's a natural instinct for a person to return to his or her birthplace," he said. "Home is where the heart is — but Sasebo will always have a spot in my heart, too." □



Retired 83-year-old Godsoe visits his favorite park in Sasebo.

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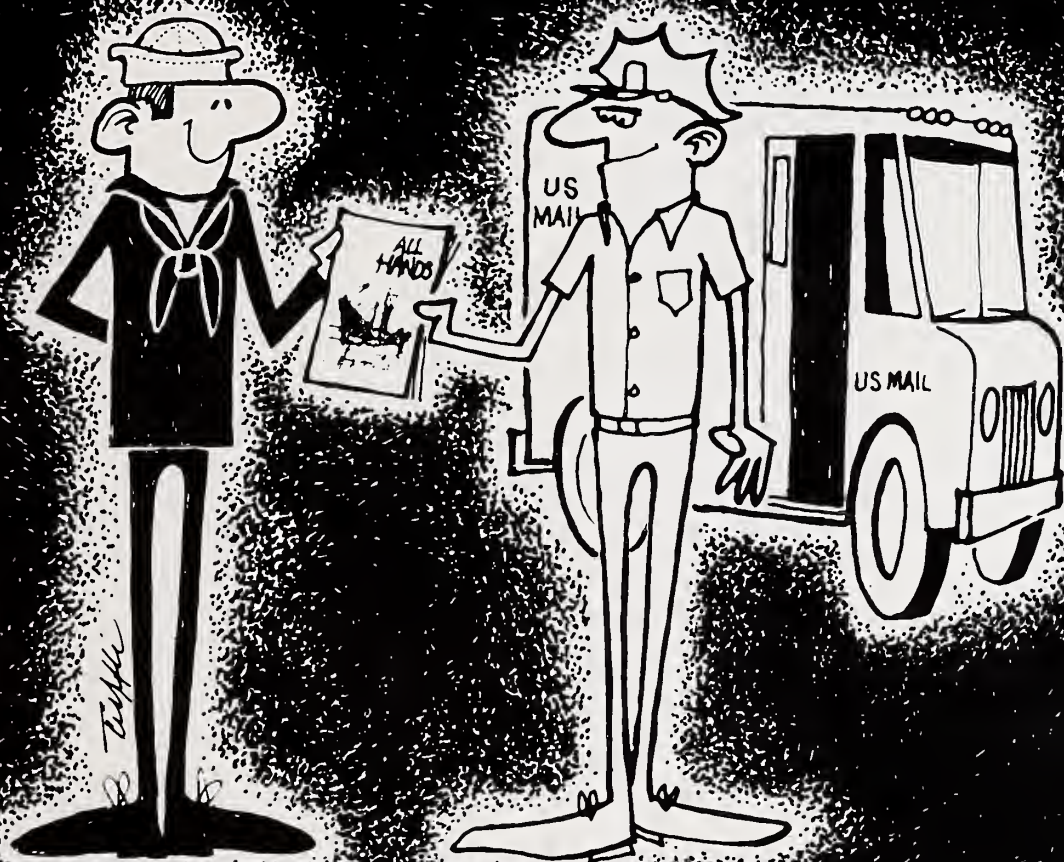
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# Highland gathering

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